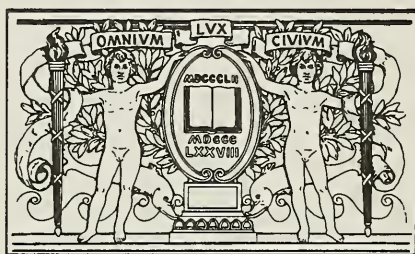
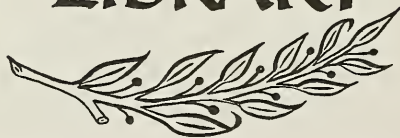


CERTAIN TOWNS AND CITIES
ADJACENT TO BOSTON
AND THE
BOSTON EDISON SYSTEM



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CERTAIN TOWNS AND CITIES
ADJACENT TO BOSTON
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Printed and bound
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THE EDISON ELECTRIC ILLUMINATING COMPANY
of Boston

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THE OCCASION AND THE OPPORTUNITY



T must always be of evident value and benefit, at due times, to exhibit the progress made in the development or practice of every art or science or industry. Doubtless the value and benefit are the greater, certainly they are the more obvious, the closer is the relation of the subject of the exhibition to life and the more intimately it is associated with the interests of a large number of human beings. Electricity bears that relation and is so associated.

Every one shares directly or indirectly in its advantages, whether it be used in any of its modern and minor applications, as a source of power, or to produce illumination. Moreover, there has been remarkable progress in the production, distribution and economical management of electricity; there has been a marvelous multiplication of its practical and useful applications. Curiosity in a matter of such importance to human welfare is commendable and quite natural; curiosity

precedes knowledge and appreciation follows. To satisfy this curiosity with its inevitable sequels and, perhaps, to stimulate a no less natural interest were the purposes of the Electrical Exposition held in Boston in November of nineteen hundred and nine.

This was deemed a fitting occasion for the publication of a series of books which might be regarded as worthily indicating the physical and other characteristics of the thirty-two cities or towns adjacent to the city of Boston, and included in the now over five hundred square miles of territory supplied with electricity by the Edison Electric Illuminating Company of Boston. The attractions of these various municipalities are diverse, although they are all easily accessible and have attained notable development of their natural advantages. Most of them are possessed of remarkable scenic beauty; some contain the conveniences and facilities usually to be enjoyed in the larger cities, while others present opportunities for the establishment of country homes with surroundings of unusual charm. Some are distinctly residential at present and seek no other development; others are admirably adapted as locations for commercial or manufacturing enterprises. To make the books accurately representative, reliance has been placed mainly upon reproductions of newly-

taken photographs; while in the text have been set forth material facts gathered with care together with such conclusions as these facts seemed to warrant. The hope may be confessed that the preparation and issue of these books would be found of assistance to the local authorities, various associations of business men and the public spirited of each of these communities in their efforts to attract other desirable residents to all of these or more capital to those where extension of manufacturing is looked upon as a proper part of further development.

In times past, power-using industries have sought locations with water-power, that so they might obtain cheap power, however inconvenient and lacking in opportunity for economical administration these locations were otherwise. Electricity has changed all this. As a source of power it is unlimited in time of drought and never failing anywhere or at any time. The manufacturer, assured of electric power, can locate his establishment wherever other conditions are most favorable, along the line of a railroad, at the water's edge, where labor is best obtainable, or as near his market as he pleases. Instead of the manufacturer seeking power, power now seeks him. At its South Boston power house alone the Edison Company has a capacity

greater than the combined water-power developments in New England, exclusive of those on the Connecticut River. The great mills of Lowell, Lawrence and Manchester, if relocated anywhere within the Edison territory, could be given in electric power and in a much more convenient form the equivalent of that they now derive from the Merrimac River, and as much more as they might ever need. Perhaps the most remarkable fact about electric power is that while it is most reliable and ample it can be obtained at the lowest cost. The generation and distribution of electricity in the enormous quantities dealt in by the Edison Company, with its plant at tide water, can be conducted at the minimum of cost. This cost has been found to be in fact as low or lower than that of water-power controlled and delivered.

There can be no question, however, that a more complete description of the methods of the Company as presented in the following "The Boston Edison System" will be found most interesting, while the statement of economies practised and of further and individual economies promoted should be regarded as most valuable to all requiring power. The Electrical Exposition in November seemed to present so proper an opportunity that "The Boston Edison System"

was prepared and issued for distribution there. It was at first published separately, as were the other books to which reference here has been made. Inasmuch, however, as all the cities and towns described in the other issues may include in their undoubted municipal assets the service of the Edison Electric Illuminating Company of Boston, that description of its ways and story of its progress is given its rightful place in this collected edition.

The diagrams given in "The Boston Edison System" show graphically the relative improvements in many respects of importance to the public. Other illustrations have been included, to add their interest and value. The beginnings of electrical illumination in Boston are described with due knowledge of the past, and so are the various and continued steps of consequence, making in the aggregate so notable an advance. Any statement of these continued steps toward greater efficiency and lower cost could not have been made properly without including a brief history of the Edison Electric Illuminating Company of Boston, and this brief history shows, perforce, the importance and leading part this Company has taken in electrical development and progress.

The Boston
Edison
System



THE GREAT SOUTH BOSTON POWER STATION
OF THE EDISON COMPANY

THE BOSTON EDISON SYSTEM

BY
L. L. ELDEN
BOSTON

Published in Boston in the Fall of Nineteen Hundred and Nine

THE EDISON ELECTRIC ILLUMINATING CO.
39 BOYLSTON STREET, BOSTON, MASSACHUSETTS

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THE BOSTON EDISON SYSTEM

By L. L. ELDEN

THE history of electric lighting in Boston and vicinity had its inception in December, 1878, when a six-light arc dynamo, designed by Charles F. Brush, was installed in the Continental Clothing House at its former location at Washington and Harvard streets. Five of the lamps operated by this dynamo were used to illuminate the interior of the store, and the remaining lamp was hung from a crane over the sidewalk for exterior illumination. The public immediately took a lively interest in this new form of illuminant, as evidenced by the large numbers of people who congregated daily to view the lighting produced by the lamps.

Following this application of electricity to interior lighting, came an attempt to improve the lighting of the streets by the use of the same agent. In May, 1881, the then newly-formed Brush Electric Light Co. installed a six-light arc dynamo in Ham's Iron Works on Lancaster Street, and erected poles and wires to Scollay Square, where lamps were installed and operated for exhibition purposes.

The success resulting from the introduction of electricity for street lighting led to its further application to both street and interior illumination, thereby promoting a rapid growth of the business and plant of the Brush Electric Light Co.

Like all other commercial undertakings, success invited competition, and during the next two years two additional electric lighting companies appeared in the field soliciting arc lighting business. These companies were the Merchants Electric Light and Power Co., using arc lighting apparatus invented by Elihu Thomson and manufactured by the Thomson-Houston Co. of Lynn, Mass., and the New England Weston Electric Light Co., using apparatus invented and manufactured by Edward Weston.

These companies confined their business principally to arc lighting, although attempts were made to operate incandescent lamps from their arc lighting systems with doubtful success, as the incandescent lamp had not then been developed sufficiently to be well adapted to such service.

In 1884 a new company called the Massachusetts Electric Power Co. appeared in the field with apparatus designed for the supply of power to consumers, through the medium of electric motors.

This apparatus was designed by Leo Daft, and its introduction marked the first application of the "low tension multiple system" of distribution in Boston, as contrasted with the "high tension series systems" employed by the other companies operating in the city. While this company employed only two wires for each of its distribution circuits and only solicited power business, it would have been equally possible to have operated the present type of incandescent lamps from the same wires had the company so desired.

The success attending the introduction of electric power for commercial purposes led to attempts to introduce motors capable of operating from the series high tension system. These efforts met with indifferent success, owing to the character of the apparatus employed and the inherent difficulties in its operation.

While all of these companies achieved a measure of success with their respective systems, another great mind had long been hard at work on the development of electrical generating and distributing systems in general, and particularly in the development of a commercial incandescent lamp for general use. The success which finally rewarded his efforts, and the universal application of the products of his labors, justly entitles the name of Thomas A. Edison to a place in the first rank of the benefactors of mankind. When finally introduced for commercial service, his system of generation and distribution comprised the fundamentals of commercial success, in that the system was designed to supply all demands for light, heat or power from the same generators and wires. His system of distribution, as presented at that time, involved new principles and methods, the essentials of which are still employed by operating companies as the most economical system thus far developed for commercial service. The desirability of placing all wires underground was a cardinal feature of his early conceptions of an electric lighting system, and he, therefore, developed a complete equipment of underground conductors commonly known as the "Edison Tube System," a description of which will be given later.

Among the many powerful commercial undertakings developed under the magic of the name "Edison," none more strikingly illustrate the wonderful progress of the electric lighting industry than is shown by the growth of The Edison Electric Illuminating Company of Boston.

This company was organized on December 26, 1885, with a capital of \$100,000, and installed its first generating equipment, consisting of one 200 H.P. B. & W. boiler, one 90 H.P. Armington & Sims engine, and two Edison Type H. dynamos, each having a capacity of 400 16 c.p. lamps, in a leased building on Bumstead Court, in the rear of Head Place.

This station was placed in service February 20, 1886, with the Bijou Theatre as its first customer, and, although long since abandoned as a generating station, the location is still retained as one of the company's most important sub-stations for city distribution.

The favor with which the new incandescent lamp was received made it almost immediately necessary to increase the capacity of the station, and in 1887 a new station of approximately 280 kw. capacity was in commission at the Head Place location.

Following this, additional generating stations were built in other sections of the city, that on Hawkins Street in 1887, and on Atlantic Avenue in 1891. Other stations were added to the system from time to time until in 1901 a total of six stations of all types were in service, supplying service to the three-wire Edison direct current system. From the beginning of its operation, the company installed its wires underground, using the "Edison Tube System" of conductors invented by Mr. Edison.

Some troubles were experienced with the system in the early days which in the light of recent experience might easily have been avoided, but

with the principle of underground construction at stake, renewed efforts were made to solve the difficulties encountered, with the present-day reliable system of distribution as the result.

It is the distinction of this company to have been the first in this country to supply extensive lighting and power service from the same mains.

The problem of supplying continuous and uninterrupted service so impressed the company as being its first duty to its consumers, that many emergency connections were regularly maintained between its various stations, to enable the stations to assist each other in case of accident to any of the generating apparatus. The invention of the storage battery attracted the early attention of the company as being a valuable adjunct to employ in insuring continuous service, and in 1894 a battery was installed in the Atlantic Avenue Station, that being the first installation of this character in the country. This was rapidly followed by similar installations of additional batteries in the other stations of the company, an example which was followed by other Edison companies elsewhere.

Additional batteries have been added from time to time until at the present time ten batteries are in service in the various stations of the company, representing a large investment, solely for the purpose of insuring the service against interruptions due to failures of the generating station apparatus. These batteries have a capacity of 9152 kw. or 12,203 H.P. for one hour, and are kept fully charged at all times to meet any emergency.

FOLLOWING ARE PICTURES OF SOME OF THE STATIONS OF THE COMPANY

FIG. 1. Interior view of the first Edison station during the year 1886. This shows in a measure the exceedingly simple equipment used in the early days of electric lighting.

FIG. 2. Exterior view of the Atlantic Avenue Station as it is today. The portion constructed in 1891 is that in which the large arched windows are shown in front. The newer portion of the station, constructed in 1899, may be seen in the background.

FIG. 3. Interior view of the first Atlantic Avenue Station engine-room. Generators on the left are part of original equipment. Capacity of this part of the station 4000 kw. or 5333 H.P.

FIG. 4. Interior view of the engine-room of the new Atlantic Avenue Station. Capacity 6400 kw. or 8533 H.P.

During the year 1886 another company was organized called the Suburban Light & Power Co., using arc lighting apparatus designed by J. W. Wood and manufactured by the American Electric Mfg Co.

In the year 1888 a consolidation of all the electric lighting companies in Boston, with the exception of the Edison Co. and Suburban Light & Power Co., was effected, the new organization being designated the Boston Electric Light Co. Just previous to that time a new system of distribution, employing alternating currents for the supply of light and power, was intro-

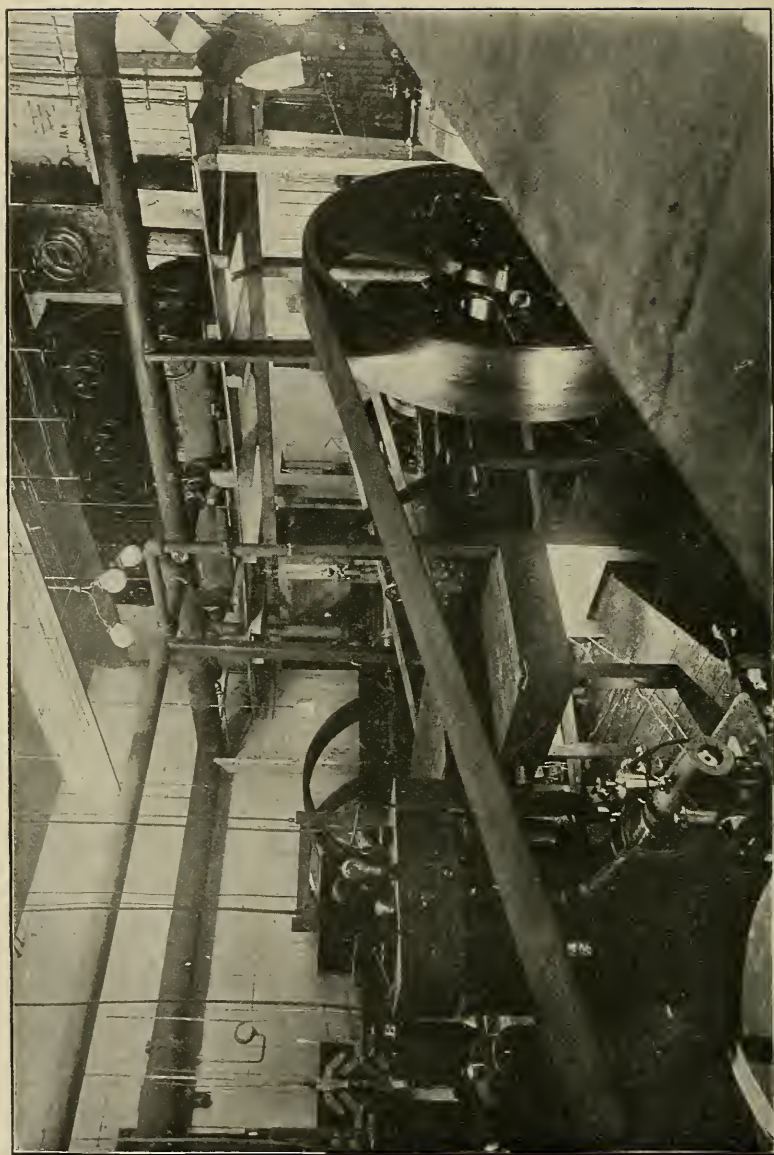


Fig. 1
Interior View of First Edison Station, Boston, 1886

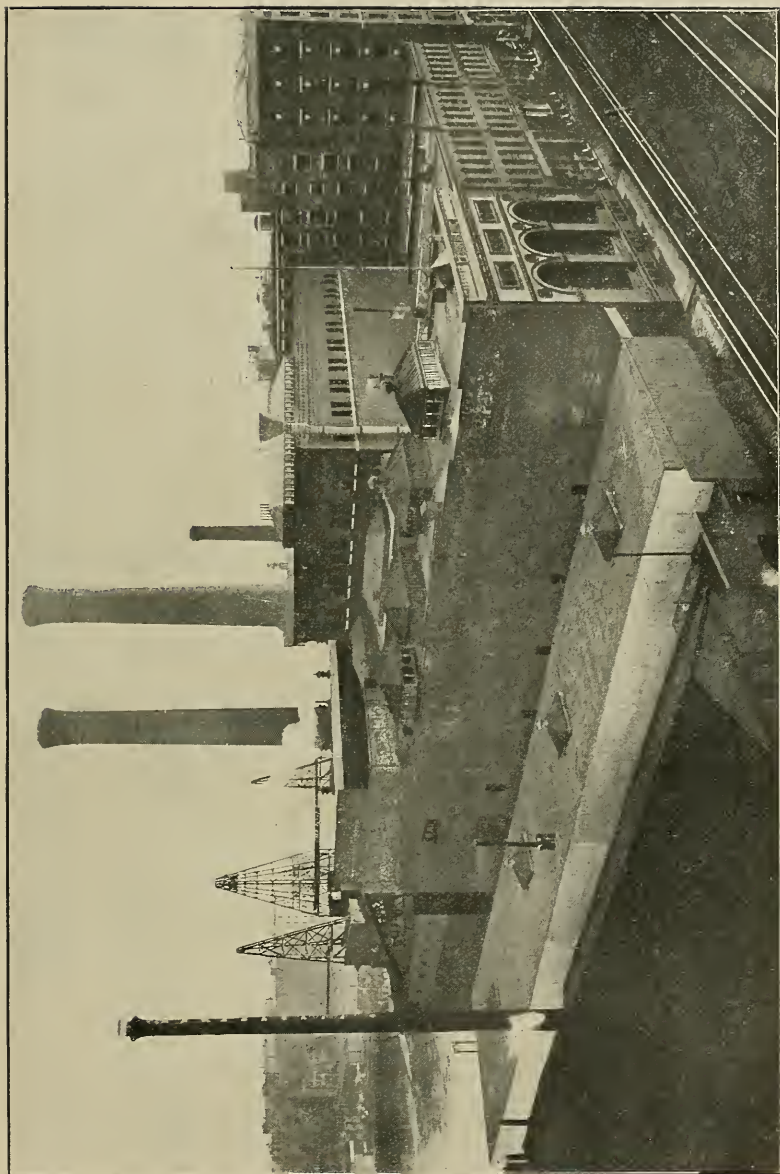


Fig. 2
Atlantic Avenue Station

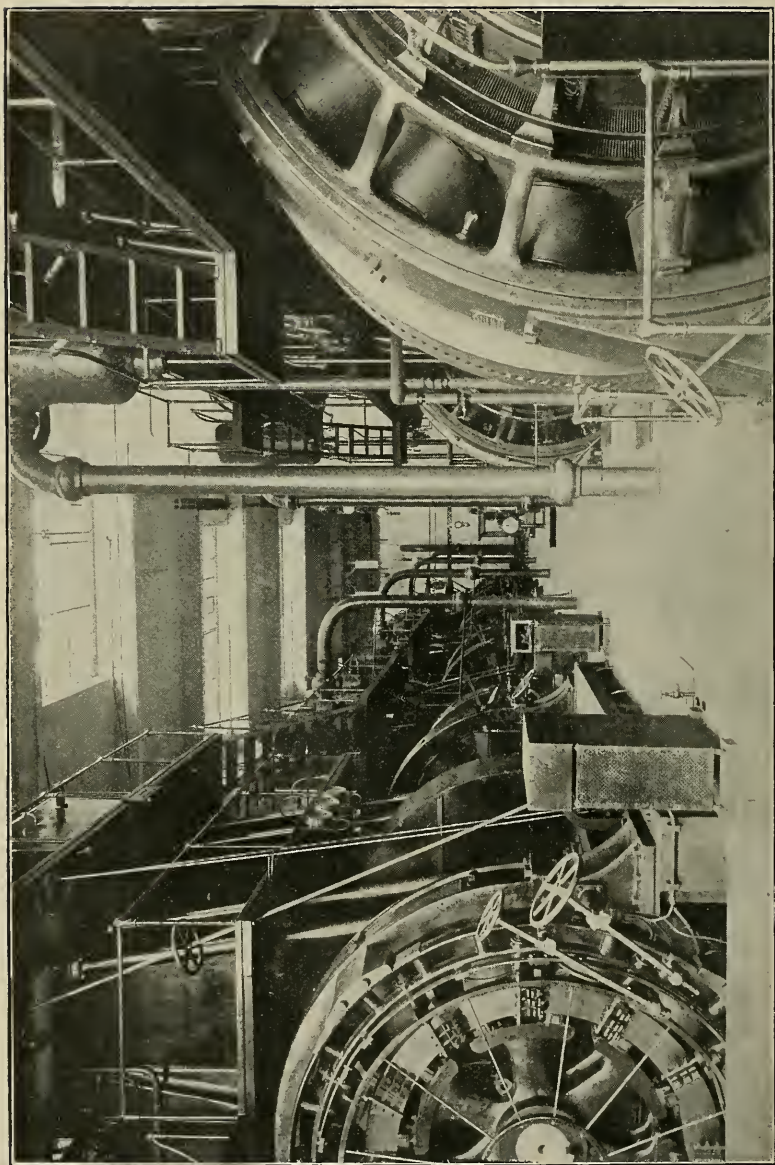


Fig. 3
Engine Room of the First Atlantic Avenue Station

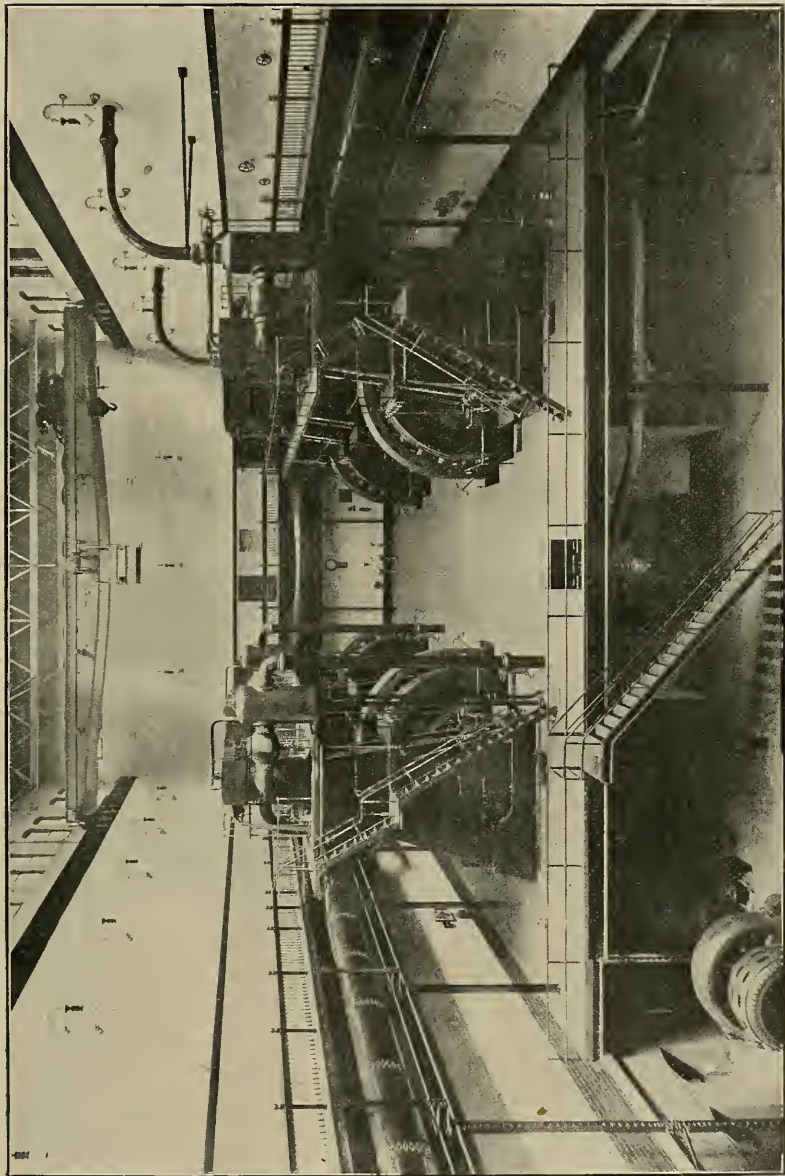


Fig. 4
Engine Room of the New Atlantic Avenue Station

duced, and adopted by the new company as a means of extending their business.

This system offered many advantages in the supply of incandescent lighting service over methods and apparatus employed by the high tension companies for similar purposes up to that time. Operating at 2080 volts, a comparatively high pressure for that period, it was possible to not only serve districts near by the stations, but also those distant parts of the city which had not previously been reached by incandescent lighting service.

With the introduction of the alternating current system the business of both the Edison and Boston Electric Light Companies increased steadily, requiring the addition of new apparatus and stations from time to time, until in 1898 the Boston Electric Light Company, having outgrown all its stations, was forced to undertake the construction of a new generating station in a new location, where unlimited facilities for growth were available.

This resulted in the purchase of the property at L Street, South Boston, where a large alternating current generating station was constructed and the entire generation of current concentrated in the new location, all other stations of the company being abandoned as generating stations.

In 1894 legislation was enacted forcing the Boston Electric Light Company to commence to remove its overhead lines and place them under ground. This necessitated the construction of a conduit and cable system throughout the city, in nearly every case paralleling the underground system of the Edison Company. Competition being very active, it was thought advisable to in some measure avoid the excessively heavy investments of both companies in duplicating distributing systems, an expense which could only react on the consumers' interest in the end.

Accordingly a consolidation of the two companies was arranged, and in 1902 the Edison Company absorbed the Boston Electric Light Company, which previously had absorbed the Suburban Light & Power Co., in 1901.

Following this consolidation and the resulting unification of the systems of the two companies, it became readily apparent that with a still further increase in the amount of business handled, the cost of the service could be reduced from the prevailing comparatively high charges. The company, therefore, entered into a period of expansion marked by its acquisition of numerous suburban lighting companies, with resulting better service and lower rates for all concerned. The companies acquired were as follows:

NAME	DATE
Blue Hill Electric Co.	1903
Milton Light & Power Co.	1903
Dedham Electric Co.	1903
Framingham Electric Co.	1903
Natick Gas & Electric Co.	1903
Greendale Chemical Co.	1903
Somerville Electric Light Co.	1904
Woburn Light, Heat & Power Co.	1905
Medway Electric Light & Power Co.	1906
Medfield Electric Light & Power Co.	1906
Woodville Electric Light & Power Co.	1907

and the Electric properties of the following companies:

Newton & Watertown Gas & Electric Co.	1909
Chelsea Gas & Electric Co.	1909
Waltham Gas Light Co.	1909
Boston Consolidated Gas Co. (Brookline District)	1909

The demand for its service, due to efforts of an efficient selling organization, increased to a phenomenal extent and made necessary the erection of a new generating station of large capacity, operating at high pressure, to enable the distant parts of the territory to be reached economically. This station was constructed on the L Street property, adjacent to and adjoining the earlier station, and included many novel features in its design, among which was the adoption of the then newly-developed steam turbine as a prime mover in place of reciprocating engines. By the use of this type of apparatus it was then possible to obtain single units nearly equal in capacity to the entire equipment of the largest of the company's stations, and capable of operating at greatly reduced cost.

PICTURE ON COVER. Exterior view of both old and new L Street Stations, the older section being noted at the left.

FIG. 5. Interior view of the older section of the L Street Station, showing engine-driven generators and apparatus for street lighting. Capacity of station 9000 kw. or 12,000 H.P.

FIG. 6. Interior view of the new L Street Station, showing steam turbine-driven generators. Capacity of station 51,000 kw. or 68,000 H.P.

The enormous increase in the capacity of the company's equipment can be more readily understood by comparing individual pieces of apparatus.

Engines of 90 H.P. have been displaced by steam turbines of 16,000 H.P.

Generators of 20 kw. have been succeeded by generators of 12,000 kw., an increase of 600 times the capacity of the original generators in the Head Place Station.

The sizes of street conductors used for mains in 1886 were 41,000, 67,000 and 90,000 C.M. respectively, and for feeders 115,000 to 350,000 C.M. At the present time conductors of 1,000,000 C.M. are used for mains and 1,500,000 C.M. conductors for feeders, these sizes being about as large as can conveniently be handled.

The service of the Edison Company is supplied over a territory covering an area of 509 square miles, embracing thirty-five cities and towns, with a combined population of 1,000,000 people, one one-thousandth of whom are in the employ of the company.

Included in this territory are 2,197 miles of streets, 1,016 of which are covered by the lines of the company.

Customers to the number of 34,428 use the company's service, their connected loads of lighting, heating and power apparatus aggregating 100,000 kw. equivalent to 2,000,000 16 c.p. lamps. The number of customers above noted does not include those supplied from stations owned and operated by municipalities or private companies, to which the company sells current in bulk, to be redistributed.

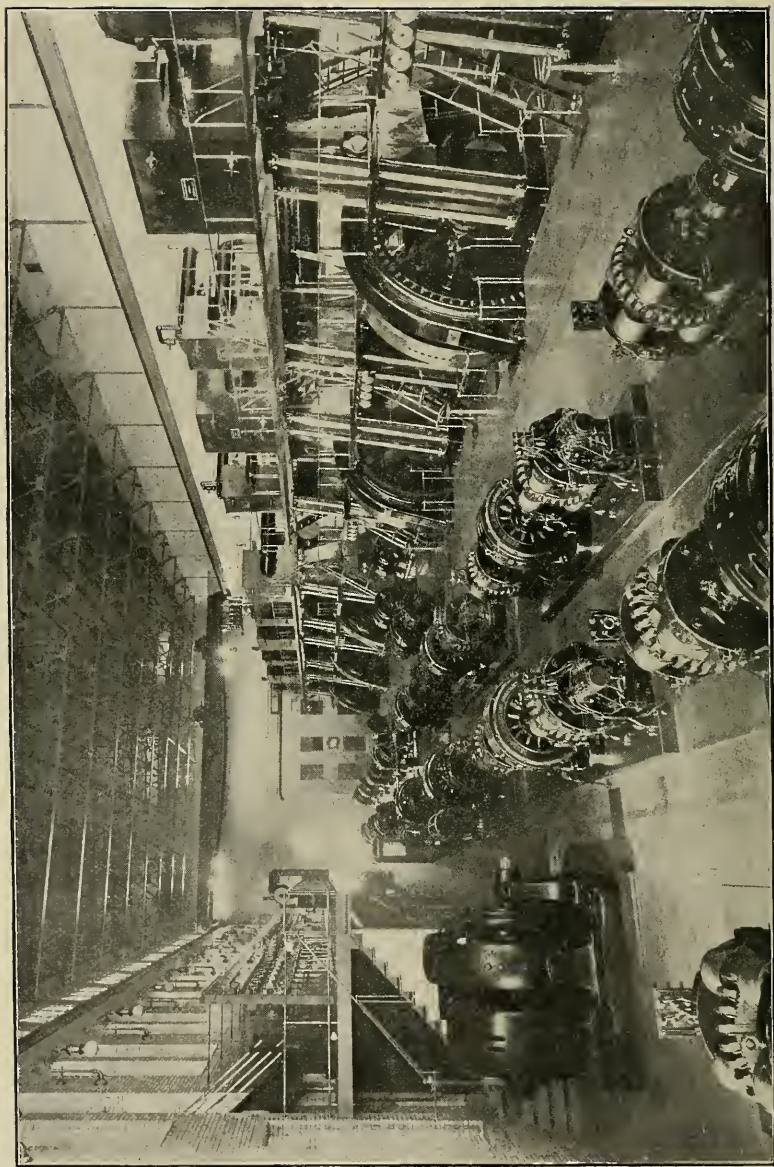


Fig. 5
Engine Room of Old L Street Station

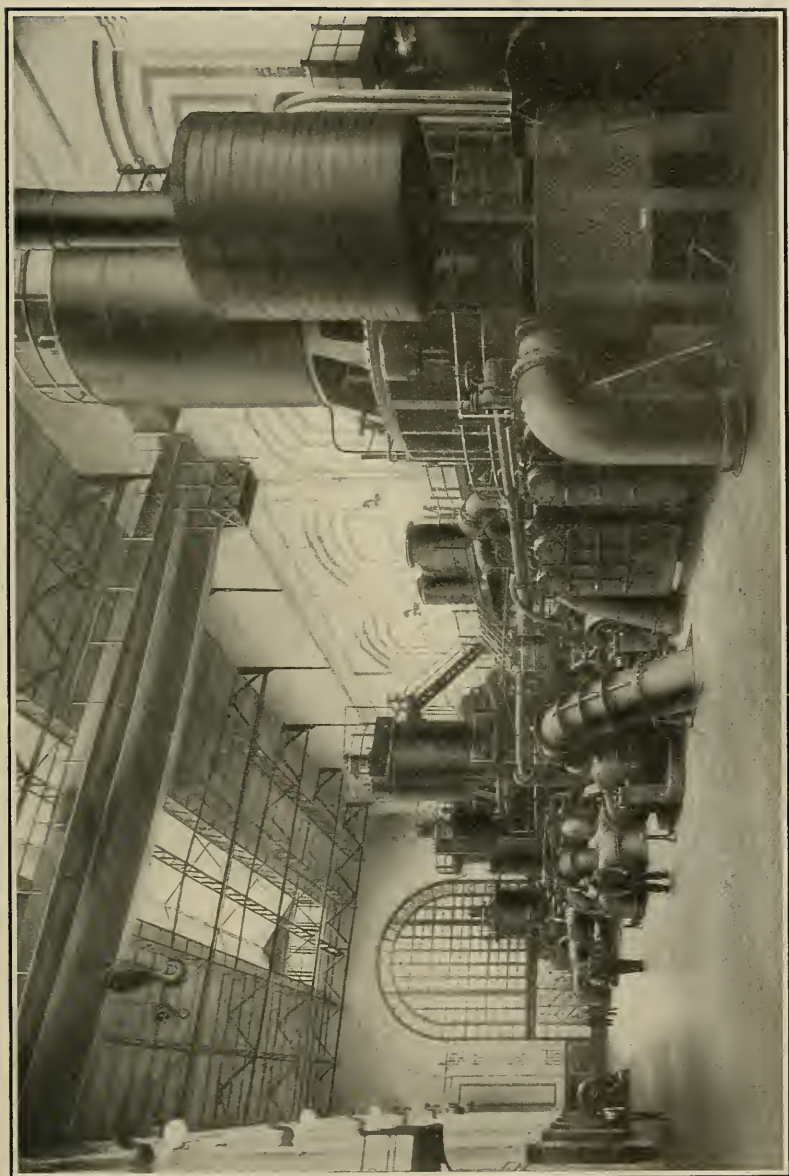


Fig. 6

A number of comparisons showing graphically some of the changes in the company's system, 1885-1909, are presented in Figs. 7, 8, 9, 10, 11, 12.

To serve this territory there are maintained thirty-two stations, including eight generating stations, of which six are in active operation. With the completion of extensions to the transmission system this year, the number of regularly operated generating stations will be reduced to three, and probably in the near future to two, the discontinued stations being converted into sub-stations, with the generating apparatus held in reserve for emergencies.

Following is a list of these stations in which is indicated the location, type, and the cities and towns which they serve.

E. E. I. COMPANY'S GENERATING STATIONS

Atlantic Avenue	D.C. Gen. Sta.	Boston
L Street Station	A.C. Gen. Sta.	
Arlington, Ashland, Bedford, Bellingham, Boston, Brookline, Canton, Charlestown, Chelsea, Dedham, Dover, Framingham, Holliston, Hopkinton, Lexington, Medfield, Medway, Millis, Milton, Natick, Needham, Newton, Norfolk, Norwood, Sharon, Sherborn, Somerville, Stoneham, Walpole, Waltham, Watertown, Wayland, Wellesley, Westwood, Winchester, Woburn.		
Medfield	A.C. Gen. Sta.	
Medfield, Norfolk, Millis, Medway, Bellingham		
Brookline (Reserve),	A.C. Gen. Sta.	Brookline, Brighton
Waltham (Reserve),	A.C. Gen. Sta.	Waltham
Lexington	A.C. Gen. Sta.	Lexington, Bedford
Chelsea (Reserve)	A.C. Gen. Sta.	Chelsea
Woburn (Reserve)	A.C. Gen. Sta.	Woburn, Winchester, Stoneham

E. E. I. COMPANY'S SUB-STATIONS

Head Place	D.C. Sub-Sta.	Boston
Hawkins Street	D.C. Sub-Sta.	Boston
Canton Street	D.C. Sub-Sta.	Boston
Pittsburg Street	D.C. Sub-Sta.	Boston
Scotia Street	D.C. Sub-Sta.	Boston
Bussey Place	D.C. Sub-Sta.	Boston
Albion Building	D.C. Sub-Sta.	Boston
Chatham Street	D.C. Sub-Sta.	Boston
Salem Street	D.C. Sub-Sta.	Boston
North Street	D.C. Sub Sta. (to be discontinued in 1909)	Boston
Central Square	A.C. Sub-Sta.	East Boston
Zeigler Street	A.C. Sub-Sta.	Boston
Chelsea	A.C. Sub-Sta.	Chelsea
Somerville	A.C. Sub-Sta.	Somerville, Arlington
Newton	A.C. Sub-Sta.	Newton, Watertown
Woburn	A.C. Sub-Sta.	Woburn, Winchester, Stoneham
Milton	A.C. Sub-Sta.	Milton
Dedham	A.C. Sub Sta.	Dedham, Westwood, Needham, Canton

**CAPITAL
STOCK**

1885 \$ 100,000
1909 \$ 12,643,600



1885



1909

KILOWATT CAPACITY OF TOTAL GENERATING UNITS



1909



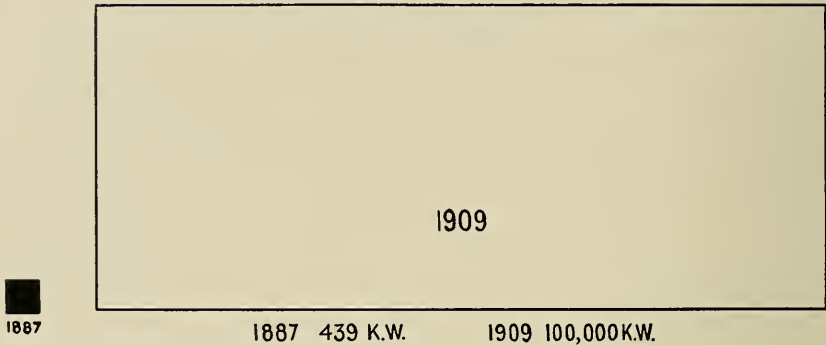
1885

1885 40 K.W.

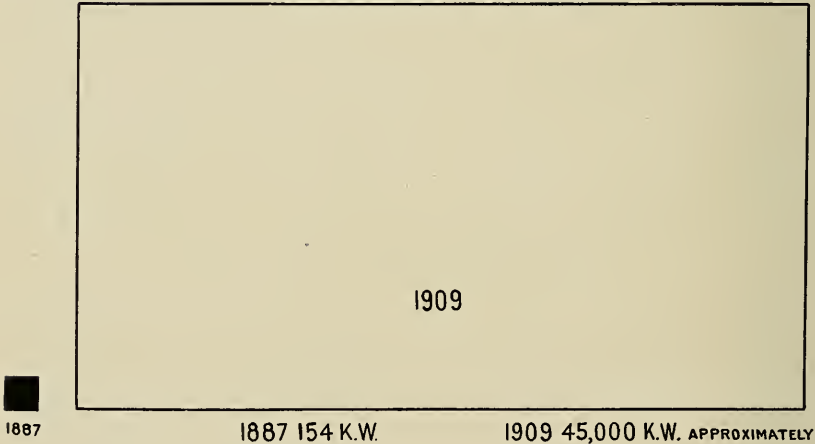
1909 76,200 K.W.

Fig. 7

CONNECTED LOAD IN K.W.



MAXIMUM OF YEAR



NUMBER OF CUSTOMERS

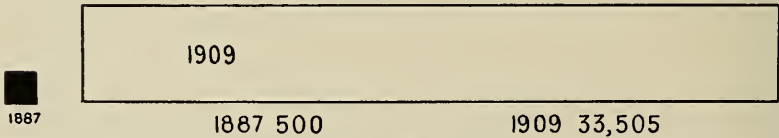


Fig. 8

AREA OF TERRITORY COVERED BY EDISON LINES

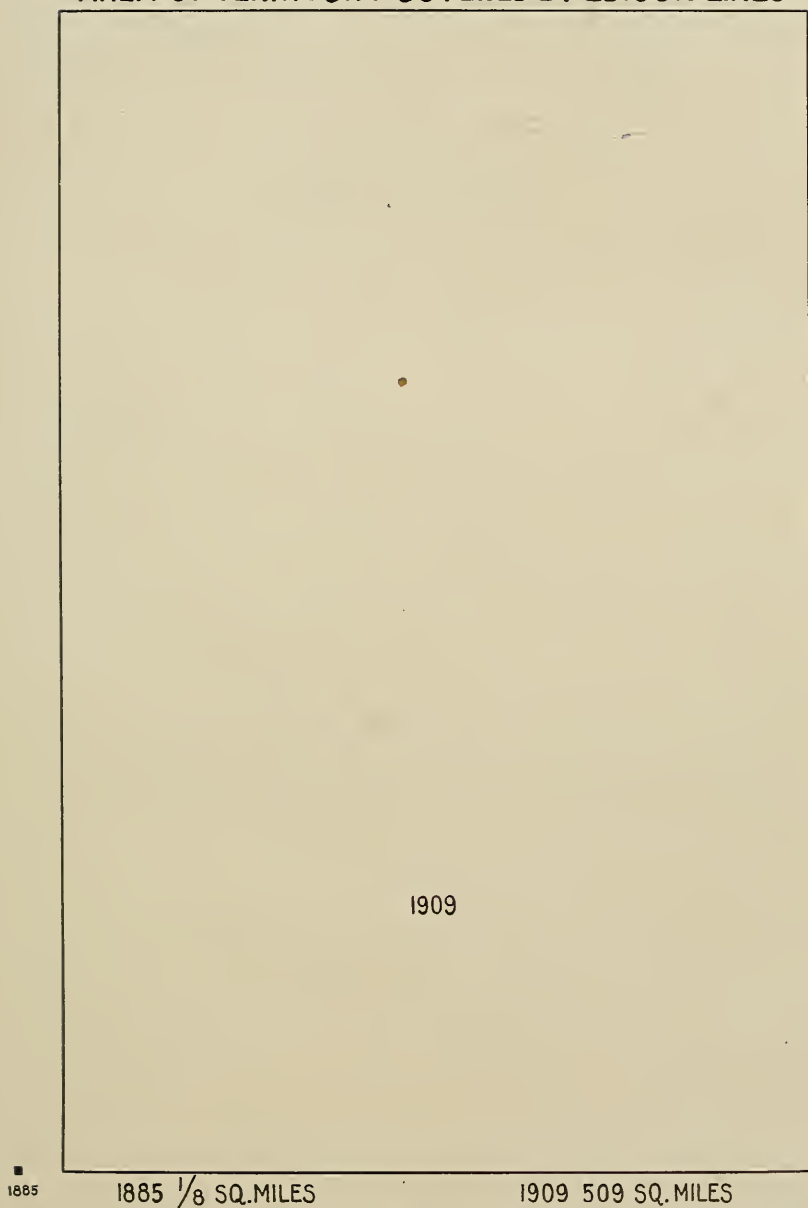


Fig. 9

UNDERGROUND TUBE MAINS

1885 9,400 ft.

1909 483,700 ft.

1909



1885

OVERHEAD WIRE

1909



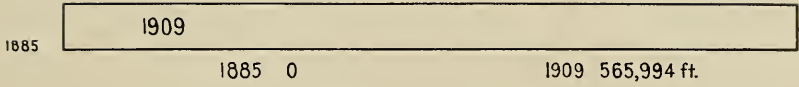
1885

1885 15,000 ft.

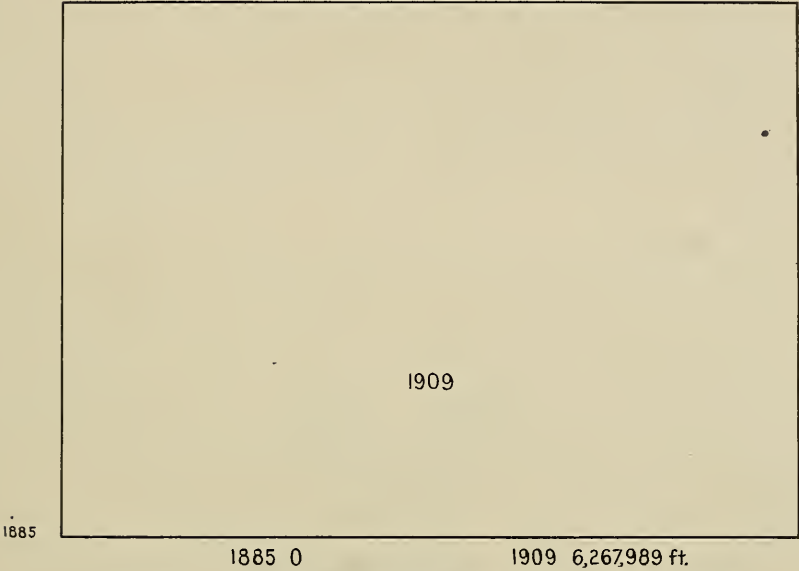
1909 24,695,959 ft.

Fig. 10

CONDUIT



UNDERGROUND CABLE



TOTAL STREET LENGTH OF OVERHEAD WIRE

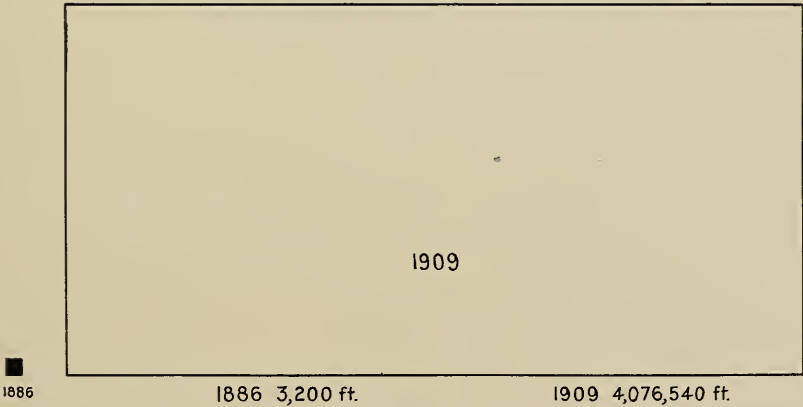


Fig. 11



Fig. 12

Natick	A.C. Sub-Sta..	
Natick, Framingham, Holliston, Ashland, Wayland, Dover, Sherborn		
Walpole	A.C. Sub-Sta..	Walpole, Sharon
Brookline	A.C. Sub-Sta..	Brookline, Brighton
Waltham	A.C. Sub-Sta..	Waltham
Hopkinton	A.C. Sub-Sta..	Hopkinton

SUB-STATIONS CONTROLLED BY MUNICIPALITIES

Norwood	A.C. Sub-Sta..	Norwood
Wellesley	A.C. Sub-Sta..	Wellesley

SUB-STATIONS CONTROLLED BY PRIVATE COMPANIES

Charlestown	A.C. Sub-Sta..	Charlestown
Lotus Place	A.C. Sub Sta. of B.E.R.R. Co.	Boston

THE ATLANTIC AVENUE GENERATING STATION

Situated on historical ground, made famous by the "Boston Tea Party" in the early struggles of the settlers of this country for freedom, this station, from its location in the midst of the business section of the city, is admirably adapted for the generation and distribution of low tension direct current. This station, for many years the mainstay of the Edison system, contains a thoroughly modern equipment of generating and distributing apparatus adapted to the requirements of the three-wire low tension system. The station as constructed presents some advanced ideas in its arrangements. The boilers are arranged in two groups in separate rooms, as is also the generating apparatus. The switchboard equipment which is common to all of the generating apparatus is also installed in a separate room, thoroughly protected from any possibility of interruption in case of accidents in other parts of the station.

The location of the station on the harbor front makes possible an ample supply of water for condensing purposes. On the wharf which forms part of the property are located the coal storage facilities and coal handling apparatus for unloading coal from vessels and conveying it to the hoppers in the boiler rooms.

The equipment of the two divisions of this station is as follows. In the older section there are:

- 11 B. & W. boilers, aggregating 4249 B.H.P., 7 equipped with flat grates and 4 with B. & W. chain grate stokers, all operating at 160 lbs. steam pressure.
- 4 650 H.P. vertical triple-expansion engines, built to specifications of the Edison General Electric Co. by J. Morton Poole, each direct connected to two 200 kw. 150 volt Edison generators.
- 1 1200 H.P. vertical cross-compound McIntosh & Seymour engine, direct connected to two 400 kw., 150 volt Edison generators.
- 2 1200 H.P. vertical cross-compound McIntosh & Seymour engines, each direct connected to one 800 kw., 300 volt General Electric generator.
- 4 75 kw., 55 volt General Electric Company's boosters.
- 1 60 kw. Balancer Set.

The newer section of the station contains:

- 8 B. & W. boilers, aggregating 3344 B.H.P., equipped with B. & W. chain grate stokers and operating at 160 lbs. steam pressure and 100° superheat.
- 4 2500 H.P. vertical cross-compound McIntosh & Seymour engines, each direct connected to one 1600 kw., 300 volt General Electric generator.
- 4 1000 kw., 60 cycle, 6600 volt A.C. to 250 volt D.C. synchronous motor generators.
- 1 500 kw., 60 cycle, 2200 volt A.C. to 315 volts D.C. synchronous motor generator.

In an adjoining building there are installed two storage batteries, manufactured by the Electric Storage Battery Co. of Philadelphia, having a combined capacity of 2485 kw., at the one hour rate.

Storage batteries have shared in the general improvements in the art, as it is now possible to obtain batteries having twice the capacity of the older types, while only occupying the same space.

The total capacity of this station, using the normal ratings of the generating apparatus including batteries and excluding motor generators, is 12,885 kw.

The introduction of motor generators into this station as an adjunct to the steam driven generators has provided increased insurance for the service of the whole system, as it is possible to operate these motor generators from either this station or the L St. Station to supply either direct or alternating currents, as may be desired. It has also been possible to decrease operating costs by shutting down the steam generating units in this station during light load periods, carrying the station load from the L St. Station through the motor generators.

The switchboard room contains the generator and feeder switches, control switches, ammeters, voltmeters and recording meters, all arranged in a compact manner on suitable marble panels, from which feeders leave the station by means of the underground conduits to connect with the distributing mains. Installed in this room is a group of switches which contain many novel features of design. These switches, having a capacity of 7000 amperes each, are designed to be regularly operated by a motor, or by hand if desired, and are provided with a selective type of control which permits the operator, from a distance, to connect the apparatus controlled by a switch, to any one of five different busses as he may desire, or he may transfer from one bus to another at will without affecting the service.

Of the thirty-nine D.C. feeders which radiate from this station nearly all have an area of 1,000,000 C.M., that being the standard size of conductors used for this purpose.

In addition to the D.C. feeders supplying the mains, there is maintained from this station a system of direct tie feeders to each of the D.C. sub-stations for use in emergencies, or for regular use, as may be convenient or economical. The arrangement of these tie feeders is shown in Fig. 13.

Supplementing this installation of direct tie feeders between stations, certain other feeders are equipped with motor operated remote controlled switches. located underground adjacent to the feeder terminals, where they deliver current to the D.C. mains. These switches are so installed as to

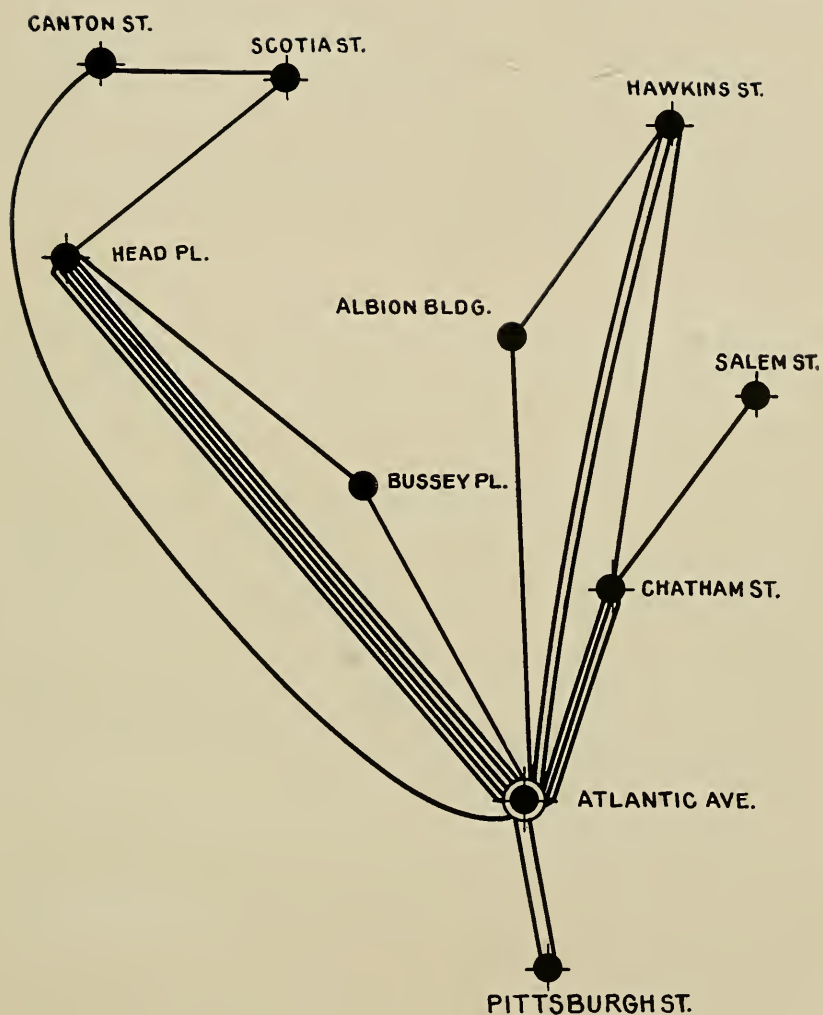


DIAGRAM OF 230 VOLT D.C. TIE LINES

Fig. 13

combine two feeders from different stations supplying the same distributing point in the mains, and are so connected that the station operator may at will disconnect these feeders from the mains and convert them into a tie line between the stations.

The majority of this type of feeders connect the Atlantic Avenue Station with the D.C. sub-stations, but in some cases similar feeders are maintained between certain of the sub-stations. Under certain conditions these feeders can render important service, in assisting to tide over emergencies due to disabled apparatus or other causes.

In addition, this station serves as a connecting point for a number of the A.C. transmission lines, where, by means of suitable switching apparatus, connections may be made to facilitate the operation of the system under either normal or emergency conditions.

THE L STREET STATION

The L Street Station, from which the entire alternating current output of the company will in the near future be delivered, is located in South Boston, approximately two miles from the center of the business section of the city, and forty-three miles from the extreme limits of the territory served by the company.

This station, like the Atlantic Avenue Station, really consists of two separate stations as far as the buildings and generating apparatus are concerned, and are electrically connected through the medium of transforming and switching apparatus to serve the A.C. system in common. These two stations are of radically different types, typical of the state of the art at the periods of their construction. The older section contains the following equipment:

12 B. & W. boilers aggregating 6600 B.H.P., equipped with Hawley down-draft furnaces and operating at 160 lbs. steam pressure.

6 2500 H.P. vertical cross compound McIntosh & Seymour engines, each direct connected to one 1500 kw., 2300 volt, 3 phase, 60 cycle, General Electric Company's generators.

41 No. 12 B. 6.6 amp. series Brush arc generators, direct connected in pairs to 21 200 H.P., 2250 volt, 3 phase, synchronous motors.

These motor generator sets, in connection with two similar sets located in one of the city sub-stations, furnish energy for the entire street lighting service of the city of Boston, except the Brighton district, aggregating 3,499 arc and 820 incandescent lamps.

2 500 kw., 2250 volt A.C. to 550 D.C. motor generators.

1 150 kw., 2250 volt A.C. to 550 D.C. motor generator, serving the double purpose of operating certain of the coal handling and station auxiliaries and supplying current to the local street railroad company.

In addition a storage battery of 153 kw. capacity at the one hour rate is installed in a separate building adjoining the station, and kept floating on the exciter bus at all times. The switchboard for this section of the station particularly emphasizes the changes from the older methods of construction when compared with those used in later years. Here we see a switchboard of the panel type equipped for the most part with manually

operated apparatus, arranged on a gallery along one side of the engine room, exposed to all the possible dangers arising from such location.

3 75 kw., 2250 volt A.C. to 125 volts D.C. synchronous motor generators used for exciters.

1 50 kw., 125 volt D.C. generator direct connected to a 75 H.P. Ames Engine.

These exciters, in connection with 1 150 kw. motor generator in the turbine section of the station, furnish the excitation for both stations.

Contrast with this the location and construction of the apparatus which serves in a similar capacity for the newer section of the station. In this case a separate building is provided, in which is placed in the most substantial manner switching apparatus of the most modern design, installed in fireproof compartments with barriers and suitable other separating devices in all positions where there is any possibility of dangerous conditions arising. With the increase of the capacity of the generating units, it was necessary to abandon manually operated switching apparatus, and to substitute the modern motor operated, remote controlled oil switches of large capacity, in order to successfully meet the new conditions of operation. Using this type of apparatus it has been possible to locate all the instruments and control switches in a distant operating room, where all parts of the system can be controlled by an operator in a position unaffected by accidents to any of the generating apparatus. Double bus bars have been installed throughout the entire switchboard installation, this in addition to the provisions for cutting each bus into sections, provides operating conditions sufficiently flexible to meet almost any emergency which can be foreseen.

The equipment of this section of the station marks the highest advances in the production of steam driven prime movers. Here the reciprocating engine has been superseded by the steam turbine, making possible the concentration of enormous amounts of power in a single unit, and, owing to increased efficiency and simplicity in operation, a marked reduction in operating costs.

The station equipment is as follows:

36 B. & W. boilers aggregating 18,432 H.P., all equipped with Roney stokers and operating at 175 lbs. pressure, with superheated steam of 150 degrees at the turbine throttle.

3 16,000 H.P. General Electric Company's (Curtis) vertical turbines, each direct connected to one 12,000 kw., 6900 volt, 3 phase, 60 cycle, A.C. General Electric Company's generator.

2 10,000 H.P. General Electric Company's (Curtis) vertical turbines, each direct connected to one 7500 kw., 6900 volt, 3 phase, 60 cycle, A.C. General Electric Company's generator.

1 150 kw., 6900 volt A.C. to 125 volts D.C. synchronous motor generator exciter.

The construction of this station comprises separate fire rooms for every three batteries of boilers and separate turbine rooms for each four turbines, it being the intention to ultimately extend the building to permit of the installation of 12 turbine units of 12,000 kw. or greater capacity.

It will be noted that the generators in the older section of the station operate at 2300 volts, and those of the turbine station at 6900 volts. This

condition arose from the necessity of employing a higher transmission voltage than 2300 volts, in order to economically serve the distant suburban stations, and in order to facilitate the operation of the two stations in parallel as one complete unit, or to shut down either station as operating conditions might dictate, three groups of single phase transformers, aggregating 7200 kw. capacity, were installed and connected between the bus bars of the two stations. In addition, 2 5000 kw., 3-phase transformers are in service, raising the pressure of certain of the transmission lines running to the most remote sub-stations from 6900 to 13,800 volts.

These transformers are all located in a separate building adjoining the main station, and are equipped with the regulation air cooling apparatus provided for such installations.

The transformers necessary for the station lighting and auxiliary services are located in the basement of the older section of the station, the total installation for these purposes amounting to 720 kw. In addition, there is installed a bank of one to one transformers of 240 kw. capacity, for use in testing and temporarily operating any grounded distributing circuit running from this station.

Adjacent to the station, a large coal storage yard has been provided, capable of storing approximately 70,000 tons; and suitable coal handling apparatus installed, permitting of the rapid unloading of vessels delivering coal to the company's wharf, as well as the delivery of coal to the bunkers in the station boiler rooms. Starting from this station, the extensive transmission system operated by the company, which will be described later in this paper, radiates in all directions to deliver current to the sub-stations.

Although operating primarily as a station for the generation of energy to be transmitted in bulk to sub-stations for distribution, it has been found convenient to supply the district immediately adjacent to the station with service, for which purpose 2300 volt, three-phase feeders are operated from this station. These feeders supply power or light as required, and steady pressure is maintained at the customer's premises by the operation of automatic regulators in the station.

The transmission lines and feeders operated from this station are as follows:

Transmission lines, 13,800 volts	3
Transmission lines, 6,900 volts	10
Transmission lines, 2,300 volts	10
A.C. commercial feeders	6
Street lighting feeders	47
Railroad feeders.	13

MEDFIELD GENERATING STATION

The equipment of the Medfield Station consists of relatively small generating units of the usual high speed variety common to stations constructed in the early days of electric lighting.

It is the purpose of the company in the near future to convert this station into a sub-station, receiving current from L Street for distribution.

- 1 — 861 kw., Storage Battery
- 40 — D.C. Feeders.
- 3 — D.C. Tie Lines.

Hawkins Street Station:

- 1 — 1000 kw., 6600 volt A.C. to 250 volt D.C. synchronous motor gen.
- 1 — 500 kw., 6600 volt A.C. to 250 volt D.C. induction motor gen.
- 1 — 500 kw., 6600 volt A.C. to 250 volt D.C. synchronous motor gen.
- 1 — 500 kw., 2000 volt A.C. to 315 volt D.C. induction motor gen.
- 1 — 500 kw., 2200 volt A.C. to 315 volt D.C. synchronous motor gen.
- 2 — 60 kw., 2200 volt A.C. to 125 volt D.C. induction motor gen.
- 1 — 60 kw., Balancer Set.
- 2 — 75 kw., 55 volt, General Electric Company's Boosters.
- 1 — 558 kw., Storage Battery.
- 17 — D.C. Feeders.
- 2 — D.C. Tie Lines.

Canton Street Station

- 1 — 500 kw., 2200/6600 volt to 250 volt D.C. synchronous motor gen.
- 2 — 150 kw., 2200 volt to 250 volt D.C. synchronous motor gen.
- 1 — 150 kw., 550 volt to 250 volt D.C. induction motor gen.
- 3 — 50 kw., 2300/550 volt step-down trans.
- 2 — 60 kw., Edison Bi-polar Boosters.
- 1 — 617 kw., Storage Battery.
- 10 — D.C. Feeders.

Pittsburg Street Station:

- 2 — 150 kw., 2200 volt A.C. to 250 volt D.C. synchronous motor gen.
- 1 — 384 kw., Storage Battery.
- 4 — D.C. Feeders.
- 2 — D.C. Tie Lines.

Scotia Street Station:

- 1 — 1000 kw., 6600 volt to 250 volt D.C. synchronous motor gen.
- 1 — 500 kw., 2000 volt to 250 volt D.C. induction motor gen.
- 1 — 300 kw., 2080 volt to 306 volt 3 wire D.C. synchronous motor gen.
- 2 — 60 kw., Edison Bi-polar Boosters.
- 1 — 792 kw., Storage Battery.
- 11 — D.C. Feeders.

Bussey Place Station:

- 4 — 500 kw., 6600 volt A.C. to 250 volt D.C. induction motor gen.
- 1 — 500 kw., 6600 volt A.C. to 250 volt D.C. synchronous motor gen.
- 1 — 500 kw., 6600/13,200 volt A.C. to 250 volt D.C. synchronous motor gen.
- 1 — 60 kw., Balancer Set.
- 17 — D.C. Feeders.
- 1 — D.C. Tie Line.

Albion Building Station:

- 2 — 500 kw., 6600 volt A.C. to 250 volt D.C. induction motor gen.
- 1 — 500 kw., 6600 volt A.C. to 250 volt D.C. synchronous motor gen.
- 1 — 60 kw., Balancer Set.
- 7 — D.C. Feeders.
- 1 — D.C. Tie Line.

Chatham Street Station:

- 1 — 1000 kw., 6600 volt A.C. to 250 volt D.C. synchronous motor gen.
- 1 — 500 kw., 6600 volt A.C. to 300 volt 3 wire D.C. synchronous motor gen.
- 1 — 500 kw., 6600 volt A.C. to 250 volt D.C. induction motor gen.
- 1 — 826 kw., Storage Battery.
- 15 — D.C. Feeders.
- 3 — D.C. Tie Lines.

Salem Street Station:

- 1 — 500 kw., 13200/6600 volt to 250 volt D.C. synchronous motor gen.
- 1 — 500 kw., 13200/6600 volt to 240 volt 3 wire D.C. synchronous motor gen.
- 1 — 824 kw., Storage Battery.
- 1 — 60 kw., Balancer Set.
- 5 — D.C. Feeders.
- 1 — D.C. Tie Line.

North Street Station:

- 1 — 150 kw., 2250 volt A.C. to 250 volt D.C. synchronous motor gen.
 - 1 — 150 kw., 4000 volt A.C. to 250 volt D.C. synchronous motor gen.
 - 6 — 50 kw., 4160/2080 volt step-down transformers.
- This station to be discontinued in 1909.

Central Square Station

- 2 — 150 kw., 4000 volt synchronous motors each direct connected to 2 No. 12B 6.6 amperes Brush arc generators.
- 3 — 100 kw., 4300/2300 volt S.P. step-down transformers.
- 3 — 300 kw., 13500/6750/2300 volt S.P. step-down transformers.
- 3 — 400 kw., 13500/6750/2300 volt S.P. step-down transformers.
- 6 — Lighting and Power Feeders.
- 4 — Street Lighting Feeders.

Zeigler Street Station:

- 6 — 500 kw., 7960/2650/2300 volt S.P. step-down transformers.
- 1 — 500 kw., 3980/2300 volt 3.P. step-down transformers.
- 12 — Lighting and Power Feeders.

Chelsea Station:

- 3 — 100 kw., 4400/2080 volt, S.P. step-down transformers.
- 6 — 30 kw., 2200, 6.6. amps. constant current transformers.
- 6 — Lighting and Power Feeders.
- 4 — Street Lighting Feeders.

Somerville Station:

- 3 — 300 kw., 13500/6750/4500/2300 volt S.P. step-down transformers.
- 3 — 100 kw., 13500/6750/4500/2300 volt S.P. step-down transformers.
- 7 — 64 kw., 6600/13200 volt 6.6 amp. constant current transformers.
- 7 — Lighting and Power Feeders.
- 14 — Street Lighting Feeders.

Newton Station:

- 3 — 500 kw., 13200/6600/2300 volt S.P. step-down transformers.
- 3 — 200 kw., 13200/6600 volt S.P. step-down transformers.
- 5 — 63 kw., 13200/6600 volt 6.6 amp. constant current trans.
- 5 — Lighting and Power Feeders.
- 7 — Street Lighting Feeders.

Woburn Station:

- 3 — 200 kw., 12,800/6400/2300 volt, S.P. step-down transformers.
- 3 — 100 kw., 12,800/6400/2300 volt, S.P. step-down transformers.
- 4 — 63 kw., 13,200/6600 volt, 6.6 amps. constant current trans.
- 1 — 38 kw., 13,200/6600 volt, 6.6 amps. constant current trans.
- 6 — Lighting and Power Feeders.
- 9 — Street Lighting Feeders.

Milton:

- 3 — 100 kw., 13200/6600/2300 volt S.P. step-down transformers.
- 4 — 30 kw., 2200 volt 6.6 amp. constant current trans.
- 4 — Lighting and Power Feeders.
- 3 — Street Lighting Feeders.

Dedham Station:

- 3 — 250 kw., 6600/13,200/2300 volt S.P. step-down transformers.
- 3 — 50 kw., 6600/13,200/2300 volt S.P. step-down transformers.
- 3 — 32 kw., 6600/13,200 volt 6.6 amp. constant current trans.
- 1 — 32 kw., 2200 volt 6.6 amp. constant current trans.
- 1 — 43.5 kw., 2200 volt 6.6 amp. constant current trans.
- 7 — Lighting and Power Feeders.
- 8 — Street Lighting Feeders.

Natick Station:

- 3 — 200 kw., 12,800/6400/2300 volt S.P. step down transformer.
- 3 — 100 kw., 12,800/6400/2300 volt S.P. step-down transformer.
- 2 — 500 kw., 6600/13200 volt A.C. to 575 volt D.C. synchronous motor generator.
- 5 — 32 kw., 12,400/6200 volt 6.6 amp. constant current transformers.
- 5 — Lighting and Power Feeders.
- 5 — Street Lighting Feeders.
- 3 — Railway Feeders.

Walpole Station:

- 3 — 50 kw., 13,200/6400/2300 volt S.P. step-down transformers.
- 2 — Lighting and Power Feeders.
- 3 — Street Lighting Feeders.

Brookline Station:

- 3 — 500 kw., 13,600/6800/2300 volt S.P. step-down transformers.
- 3 — 300 kw., 13,600/6800/2300 volt S.P. step-down transformers.
- 6 — 31 kw., 13,200/6600 volt S.P. oil cooled rectifiers 6.6 amps.
- 4 — 68 kw., 2300 volt 7.5 amp. constant current transformers.
- 2 — 100 kw., 2400 volt 2 Ph. A.C. to 500 volt D.C. synchronous motor gen.
- 3 — 200 kw., 2400/2400 volt, 2 P. to 3 P. step-down transformers.
- 2 — 30 kw., 2300/230 S.P. step-down transformers.
- 9 — Lighting and Power Feeders.
- 12 — Street Lighting Feeders.

Waltham Station

- 3 — 300 kw., 13,200/6600/2300 volt, S.P. step-down transformers.
- 3 — 200 kw., 13,200/6600/2300 volt S.P. step-down transformers.
- 2 — 500 kw., 13,200 volt, A.C. to 575 volt D.C. synchronous motor gen.
- 1 — 400 kw., 2300 volt A.C. to 600 volt D.C. synchronous motor generator.
- 1 — 120 kw., 2300 volt A.C. to 600 volt D.C. ind. motor generator.
- 3 — 62 kw., 2200 volt 6.6 amp. constant current transformers.
- 3 — 17.5 kw., 2200 volt 3 amp. constant current transformers.
- 6 — Lighting and power feeders.
- 9 — Street Lighting Feeders.

Hopkinton Station:

- 2 — 250 kw., 12,800/6400 volts A.C. to 575 D.C. synchronous motor gen.
- 1 — 50 kw., 12,800/6400/2300 volt S.P. step-down transformers.
- 2 — 25 kw., 12,800/6400/2300 volt S.P. step-down transformers.
- 1 — 38 kw., 13,200/6000 volt 6.6 amp. constant current trans.
- 1 — Lighting and Power Feeder.
- 2 — Street Lighting Feeders.
- 2 — R.R. Feeders.

**EQUIPMENT OF SUB-STATIONS CONTROLLED BY
MUNICIPALITIES**

Norwood Station:

- 3 — 75 kw., 13,400/6700/6400/2300 volt, S.P. step-down transformers.
- 2 — 24 kw., 2300 volt, 3.5 amp. constant current transformers.
- 1 — 15 kw., 2300 volt, 6.6 amp. constant current transformers.

Wellesley Station:

- 4 — 24.5 kw., 2200 volt, 3.5 amp. constant current transformers.

**EQUIPMENT OF SUB-STATIONS CONTROLLED BY
PRIVATE COMPANIES**

Charlestown Station:

- 3 — 150 kw., 6700/6400/2300 volt, S.P., step-down transformers.

Lotus Place Station:

- 3 — 300 kw., 13,200 volt, 60 cyc. to 550 volt rotary converters.
- 1 — 200 kw., 13,200 volt, 60 cyc. to 550 volt rotary converters.

Summarizing the Generating and Sub-Station equipments under headings covering the principal classes of apparatus, we note the capacity of the system to be as follows:

GENERATORS AND BATTERIES

Generators	76,560 kw.
Batteries 1 hour rate	9,152 kw.

Total normal capacity of system . . . 85,712 kw. = 114,283 H.P.

DISTRIBUTING APPARATUS

Total capacity D.C. motor generators for R.R.	5,270 kw.
Total capacity D.C. motor generators for low tension system	22,920 kw.
Total capacity motor generators for street lighting	3,450 kw.
Total capacity step-down transformers in stations	35,635 kw.
Total capacity constant current transformers for street lighting	2,443 kw.
Total capacity rectifiers for street lighting	186 kw.

FEEDERS AND LINES

D.C. Feeders	165
D.C. Tie Feeders between stations	12
A.C. Transmission Lines from Generating Stations	23
A.C. Commercial Distributing Feeders	92
Street Lighting Feeders	133
R.R. Feeders	13

HEAD PLACE SUB-STATION

The Head Place Station, as previously noted, is located on the site of the first Edison Generating Station in Boston, and may be considered as typical of the D. C. sub-stations, containing, as it does, some of each class of apparatus regularly used in such stations.

The station was destroyed by fire in 1888 and the building rebuilt in its present external form. Subsequent alterations made necessary in its evolution from a generating to a sub-station have caused many internal changes without affecting the exterior of the building. The principle of isolating the switching equipment in a separate room from that in which the motor generators or other moving apparatus is located, has been rigidly followed, and this station in every way conforms to the high standard of construction embodied in more recently constructed stations.

The total distributing capacity of this station, including the batteries, is 7166 kw. or 9555 H.P.

The D.C. feeders supplied from this station consist of forty feeders of all sizes, varying from 500,000 C.M. to 1,500,000 C.M.

This station serves as an important connecting point for a number of the A. C. transmission lines, as shown in the diagrams dealing with that subject.

The balance of the building not occupied by the sub-station equipment is used for the offices of the operating department, meter and lamp repair shops, stockroom, etc.

NATICK SUB-STATION

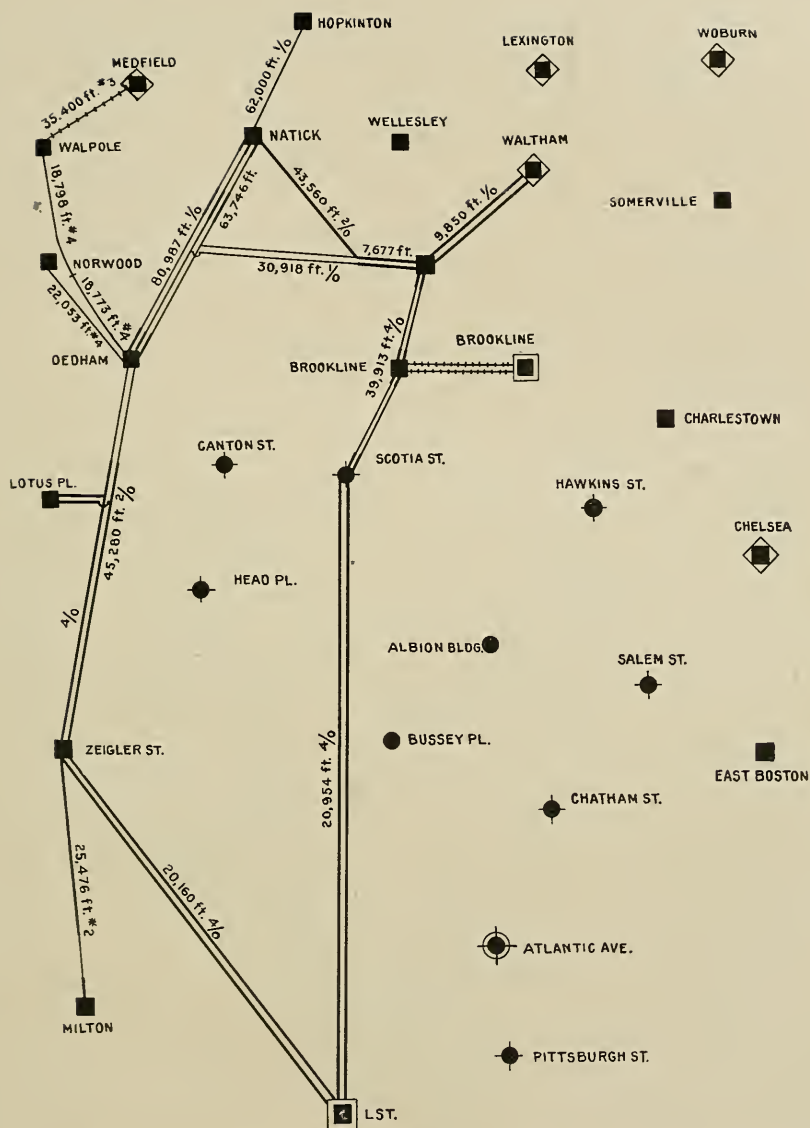
The Natick sub-station is an excellent example of standard A. C. sub-station, which has been evolved by reconstructing an existing generating station. This station is situated in the midst of a widely scattered district, involving the distribution of energy in varying quantities over both short and relatively long distances, the maximum distance being approximately thirteen miles. To meet these conditions, a four-wire, three-phase system of distribution is used, with 4000 volts between the phase wires and 2300 volts between the phase wires and neutral. This system is the standard form of alternating current distribution employed by the company in serving widely scattered suburban districts, in contrast to the three-wire, three-phase system of distribution which is regularly used in the more thickly settled and congested districts. Advantage is taken in the four-wire system of the higher pressure for distribution purposes without unduly increasing the hazards of operation. This station also supplies railway service for the local street railway company in the district, delivering 600 volts direct current for this purpose. The street lighting apparatus is in the form of constant current transformers, receiving their supply direct from the high tension transmission system, for transformation into alternating current of suitable form for the supply of street lighting service.

The station is also supplied with duplicate transmission lines, the routes of which may be noted from Fig. 14.

Following the route of these duplicate lines it will be noted that they pass through the Zeigler Street and Dedham sub-stations before reaching the Natick Station. In addition, service to this station is again duplicated by other lines through the Scotia Street, Brookline and Newton sub-stations, thus providing complete insurance against an interruption of service due to the failure of any single transmission line. Damaged sections of transmission lines between stations may be disconnected at the stations affected, and the service continued by using transmission lines over other routes. The total capacity of this station for A. C. light and power purposes is 1060 kw. or 1413 H.P. and for railway service 1000 kw. or 1333 H.P.

NEWTON SUB-STATION

The Newton sub-station, a view of which is shown in Fig. 17, indicates the policy of the company in constructing sub-stations in residential localities, where from an artistic point of view it is advisable to have the buildings harmonize with their surroundings. This sub-station is of recent construction and is designed solely for receiving and distributing alternating current for light and power. No moving machinery other than fans are



KEY

— Overhead Lines — Underground Lines +++ 2300 or 4000 volt lines connecting distant stations.

● D.C. Generating Stations

● D.C. Sub-Stations

⊙ Storage Battery

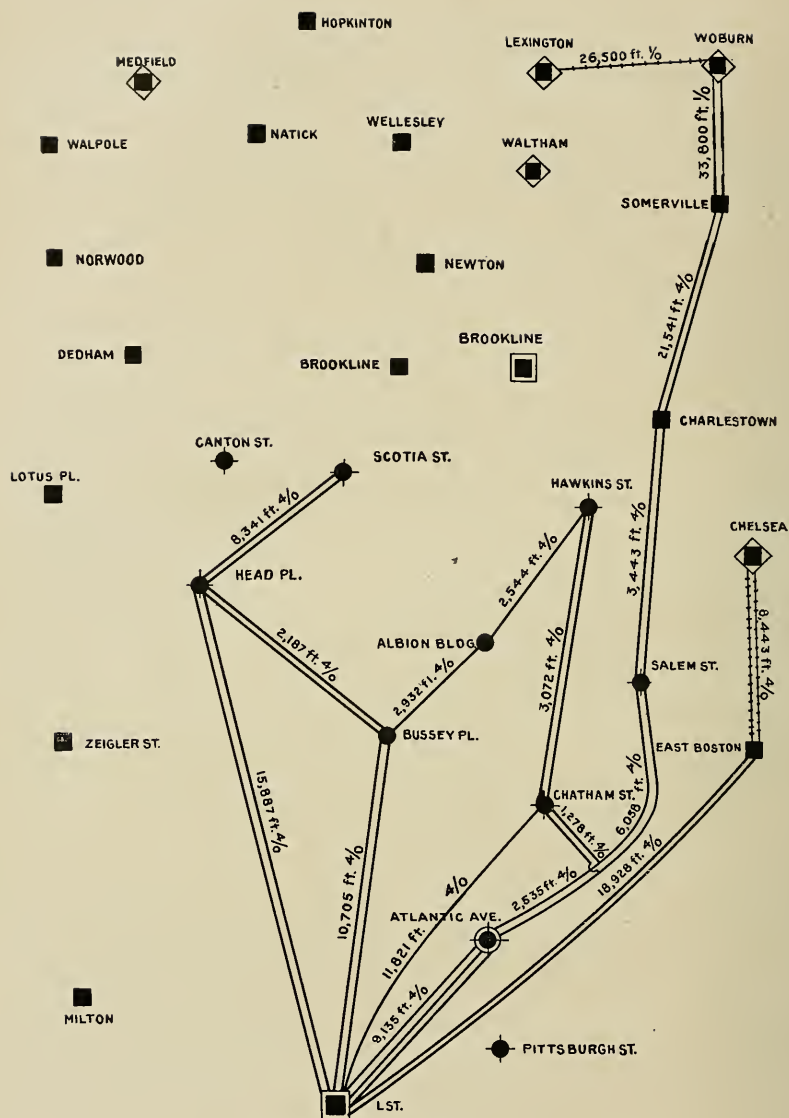
■ A.C. Generating Stations

■ A.C. Sub-Stations

⬢ A.C. Sub-Station with generating apparatus

GENERATING & SUB-STATIONS CONNECTED TO THE SYSTEM OF
THE E.E.I.CO. OF BOSTON AND 13,800 VOLT LINES

Fig. 14



KEY

— Overhead Lines — Underground Lines +++ 2300 or 4000 volt lines connecting distant stations

⊙ D.C. Generating Stations

● D.C. Sub-Stations

◆ Storage Battery

■ A.C. Generating Stations

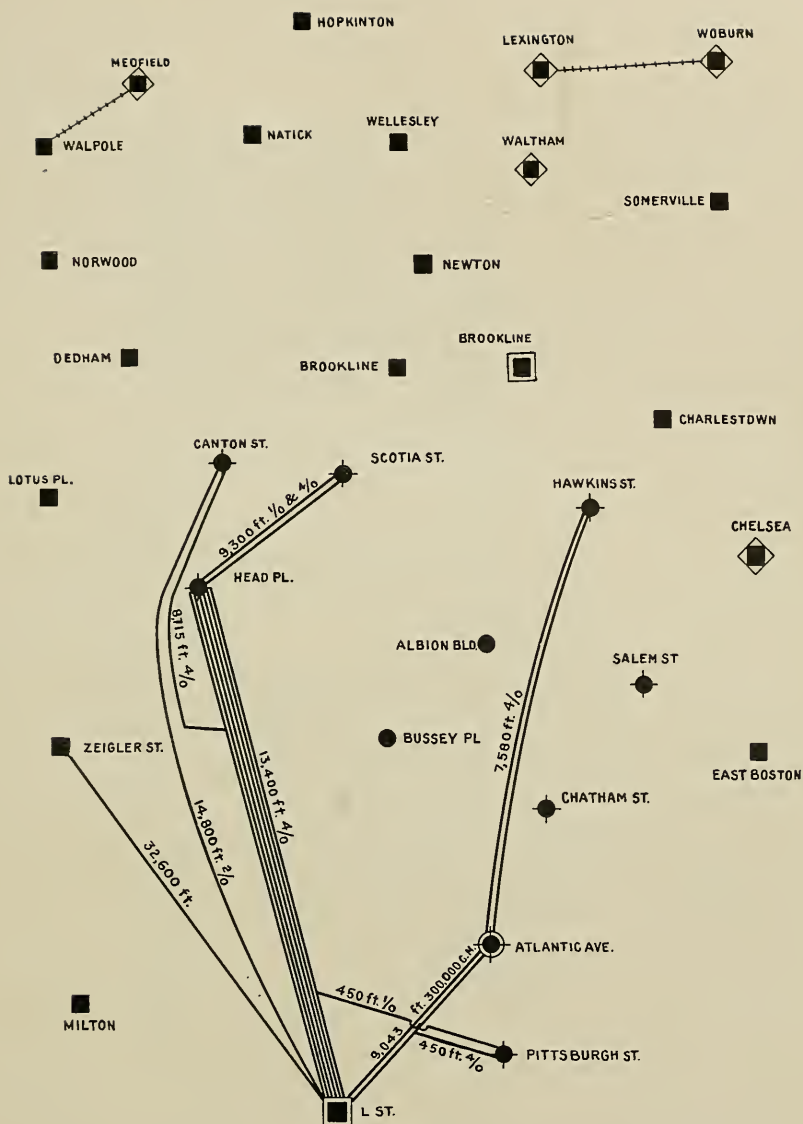
■ A.C. Sub-Stations

◆ A.C. Sub-Station with generating apparatus

GENERATING & SUB-STATIONS CONNECTED TO THE SYSTEM OF

THE E.E.I.CO. OF BOSTON AND 6900 VOLT LINES

Fig. 15



KEY

— Overhead Lines — Underground Lines +---+ 2300 or 4000 volt lines connecting distant stations

● D.C. Generating Stations

● D.C. Sub-Stations

+ Storage Battery

■ A.C. Generating Stations

■ A.C. Sub-Stations

◆ A.C. Sub-Station with generating apparatus

GENERATING & SUB-STATIONS CONNECTED TO THE SYSTEM OF

THE E. I. CO. OF BOSTON AND 2300 VOLT LINES

Fig. 16

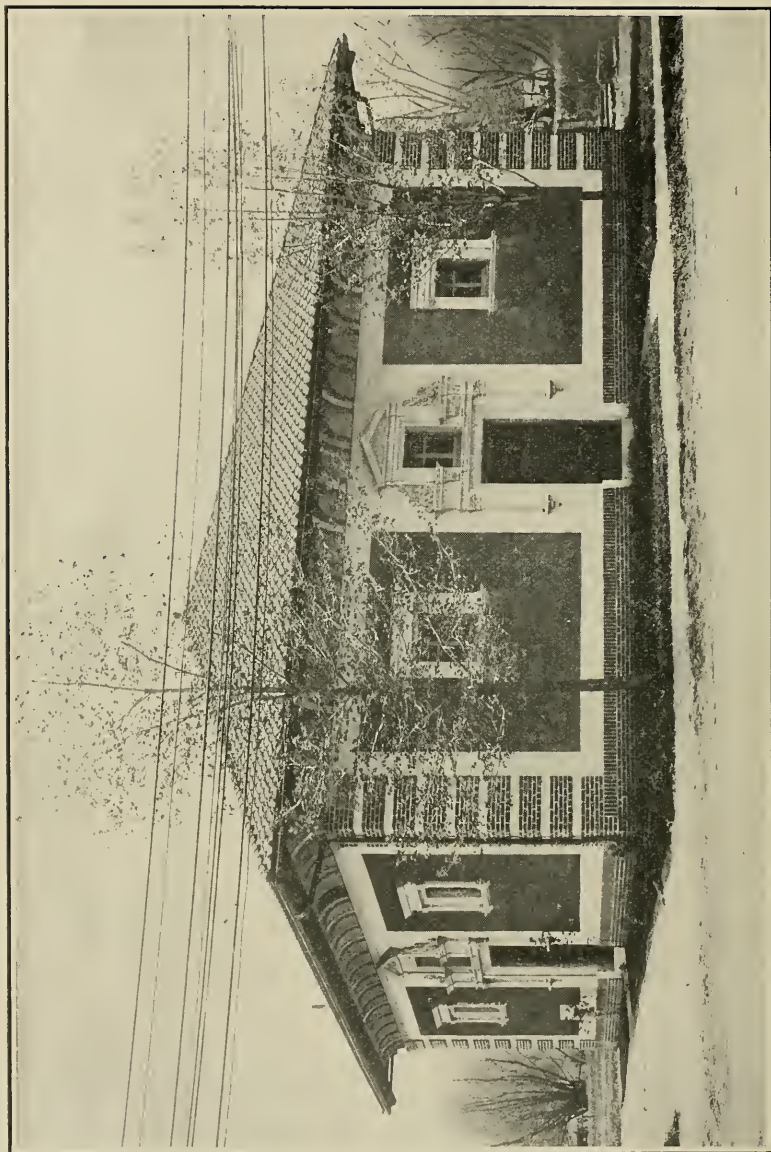


Fig. 17.
Newton Sub-Station

included in its equipment, the resulting absence of noise removing the principal objections to the location of such stations in residential districts. All wires enter and leave the station through underground conduits, thereby meeting the popular demand for the removal of poles from public rights of way.

The capacity of this station for light and power service is 2415 kw. or 3220 H.P.

THE TRANSMISSION SYSTEM

The transmission lines extending from the L Street Station to the various sub-stations form a very important part of the company's equipment. These lines are operated at three voltages, 2300, 6900 and 13,800 volts, the several voltages being used in locations best adapted for their operation, the lower voltage of 2300 volts supplying service almost exclusively to Edison sub-stations in the city proper. The 6900 volt lines serve a number of the Edison sub-stations, also several suburban sub-stations located within comparatively short distances of the generating station. The 13,800 volt system is used to supply the more remote parts of the suburban districts. The entire suburban transmission system is, however, adapted to be operated at the higher voltage at any time that the business warrants the change, the sub-station equipment being arranged to meet this condition.

The transmission lines leave the L Street Station through the underground conduits, and in most cases run entirely underground directly to the sub-stations which they serve. In some cases, however, the lines change from underground to overhead construction after passing through the prescribed underground districts. These lines leave the L Street Station by two separate routes, and in all cases furnish duplicate service to each sub-station. To still further insure continuity of service, interconnections of these lines are made at critical points through certain sub-stations, to permit of the interchange of current between the different groups of lines in case of accident. Figs. 14, 15 and 16 show transmission line connections.

The standard cable used for underground transmission lines is a three-conductor, 4/0, paper insulated, lead covered cable with 7/32-inch insulation over each conductor and 7/32-inch over all. This cable is operated at 13,800 volts, at which pressure it will transmit 5000 kw. or 6666 H.P. twenty miles with a loss of twelve per cent under ordinary conditons of service.

In some parts of the system aërial construction has been resorted to, using both bare and insulated copper and aluminum wires in sizes of 4/0 or less.

In suitable locations protection from lightning is obtained by the installation of lightning arresters connected to the aërial lines. Similar installations of lightning arresters are made at the sub-stations, for the double purpose of protecting both station apparatus, transmission lines and cables against excessive rises in pressure.

The service to each sub-station is supplied over two or more duplicate transmission lines, in most cases running via different routes to the sub-station. These lines are operated independently from generating to sub-

stations, no interconnection of lines at sub-stations being permitted except in emergencies. This method of operation insures the maintenance of continuous service more fully than any other method, in limiting any disturbance to the load on a single line, or, in case of failure of a line, its load may be instantly transferred to the other lines supplying the station. Information is provided the station operators, showing the condition of the system at all times, thus preparing them for immediate action under any circumstances.

At present the company has in service approximately 245 miles of three-conductor transmission lines of all voltages, and of both underground and overhead construction. This is divided as follows:

	UNDERGROUND	OVERHEAD
13800 volts, 3-conductor	30 miles	97 miles
6900 volts 3-conductor	57 miles	4 miles
2300 volts 3-conductor	35 miles	22 miles

Of the total amount of overhead transmission lines approximately 284 miles of single conductors are composed of aluminum wires.

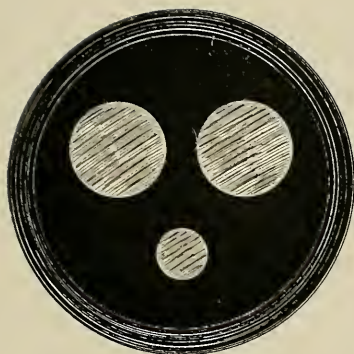
The advantages derived from the use of aluminum wire, aside from that of lower cost, lie principally in the great reduction in weight to be supported in aerial construction when compared with copper wire, and when large conductors must be used this becomes a matter of considerable importance.

The operation of the transmission system involves the use of switching apparatus designed to accomplish the disconnection of any line from the system, either automatically, in case of accident, or at the will of the operator. These switches are constructed with their contacts immersed and enclosed within tanks of oil, the action of which is to extinguish any arcs which may be developed when the switch is called upon to open a line. The important function performed by these switches may more readily be understood by considering that they are frequently required to successfully interrupt an amount of energy equivalent to 50,000 H.P. An eminent engineer has illustrated their service as being equivalent to instantaneously stopping one of our famous express trains when running at full speed.

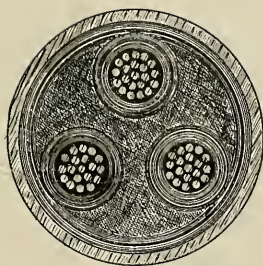
THE DISTRIBUTION SYSTEM

In the interests of economy and uniformity it has ever been the aim of the company, as far as possible, to furnish the same service at the same voltage to all its customers. To that end, the territory is divided into two distinct divisions, in one of which only direct current is supplied at 115-230 volts, and in the other only alternating current at the same voltages for small power and lighting purposes, and at 230-550 volts for three-phase power service. All other forms of service which were previously operated under the management of the companies which have been acquired, have been immediately discontinued and changed over at the company's expense to conform with the standards above outlined.

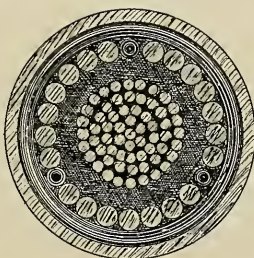
The distribution system for the D. C. system is almost entirely underground and comprises a large installation of Edison tube, supplemented by an extensive cable system.



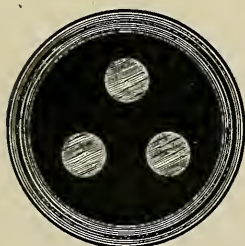
1,000,000 EDISON TUBE
MAIN OR FEEDER



3 CONDUCTOR $4/0$
15,000 VOLT CABLE



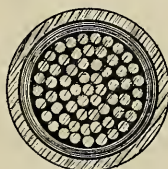
1,000,000 CONCENTRIC
600 VOLT CABLE



200,000 EDISON TUBE
MAINS



$1/0$ SINGLE CONDUCTOR
10,000 VOLT CABLE



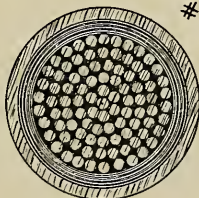
1,000,000 - 600 VOLT CABLE
SINGLE CONDUCTOR



#6 SINGLE CONDUCTOR
10,000 VOLT CABLE



100,000 EDISON TUBE
SERVICES



1,500,000 - 600 VOLT CABLE
SINGLE CONDUCTOR



#4 - 600 VOLT
SERVICE CABLE

CROSS SECTION OF CABLES & EDISON TUBE USE BY THE
E.E.I.CO. OF BOSTON $1/2$ ACTUAL SIZE

The tube system consists of suitable copper conductors enclosed by insulating compound, the whole being assembled in iron tubing, which is buried directly in the ground. Suitable connection boxes are placed between the separate lengths of tube, the whole being connected up to make one continuous main past the premises of consumers to be served. These mains receive their supply from the station through similar sections of tube called feeders, which deliver their supply exclusively to the junction boxes, from which point the current circulates through the mains to the customers' services. Within these junction boxes are maintained suitable fuses, which serve as protective devices for the sections of tube mains which are connected to each individual box, automatically disconnecting damaged sections in case of accident.

Practically no further additions to this system are made by means of the tube system, the cable system, on account of its flexibility and ease of repair, being preferred.

The standard size of cable for this service is 1,000,000 C.M., larger sizes of cable being used in only a few special cases.

Figure 18 indicates the principal types of cables used in both D. C. and A. C. systems. These cables emphasize the difference in the characteristics of the two systems, the low tension D.C. system requiring cables with large conductors and a comparatively small amount of insulation, while the cables for the A. C. system require smaller conductors and larger amounts of insulation in order to insulate the conductors for the higher pressure used in the system.

The alternating current distribution is supplied from the sub-stations by means of primary circuits of one of three types, according to the district, viz.:

2300 volt, single phase;

2300 volt, three-wire, three-phase;

2300/4000 volt, four-wire, three-phase.

Attached to these circuits in the usual manner are transformers reducing the pressure to the standard secondary voltages for commercial uses.

For three-phase power service, polyphase transformers are used in all installations of 5 H.P. and over, this type of transformer having proved to be very desirable from many points of view.

Lighting service is supplied wherever possible from secondary mains, and every possible economy compatible with investment conditions is taken advantage of in making transformer installations.

To protect its consumers from the possible dangers arising from the failure of apparatus or the crossing of its own or other companies' wires, the company some years ago undertook the systematic attachment of approved grounding connections to the consumer's service wiring, to protect users of electric service from such dangers, and it is now a rule that such protective measures must be taken in all installations before service will be supplied. The beneficial results of this method of protection may be noted by comparing the records of accidents occurring from these causes on the lines of the companies who have not taken similar action.

The following table gives a definite idea of the scope of the overhead and underground equipment used by the company in the delivery of current to its stations and customers.

OVERHEAD SYSTEM

Poles owned by the Company	40,074
Foreign poles used by E.E.I. Co.	18,676
Wire in service, all sizes	24,695,959 feet
Transformers in service mostly overhead type . . .	3,294
Total kilowatt capacity of transformers	18,433

UNDERGROUND SYSTEM

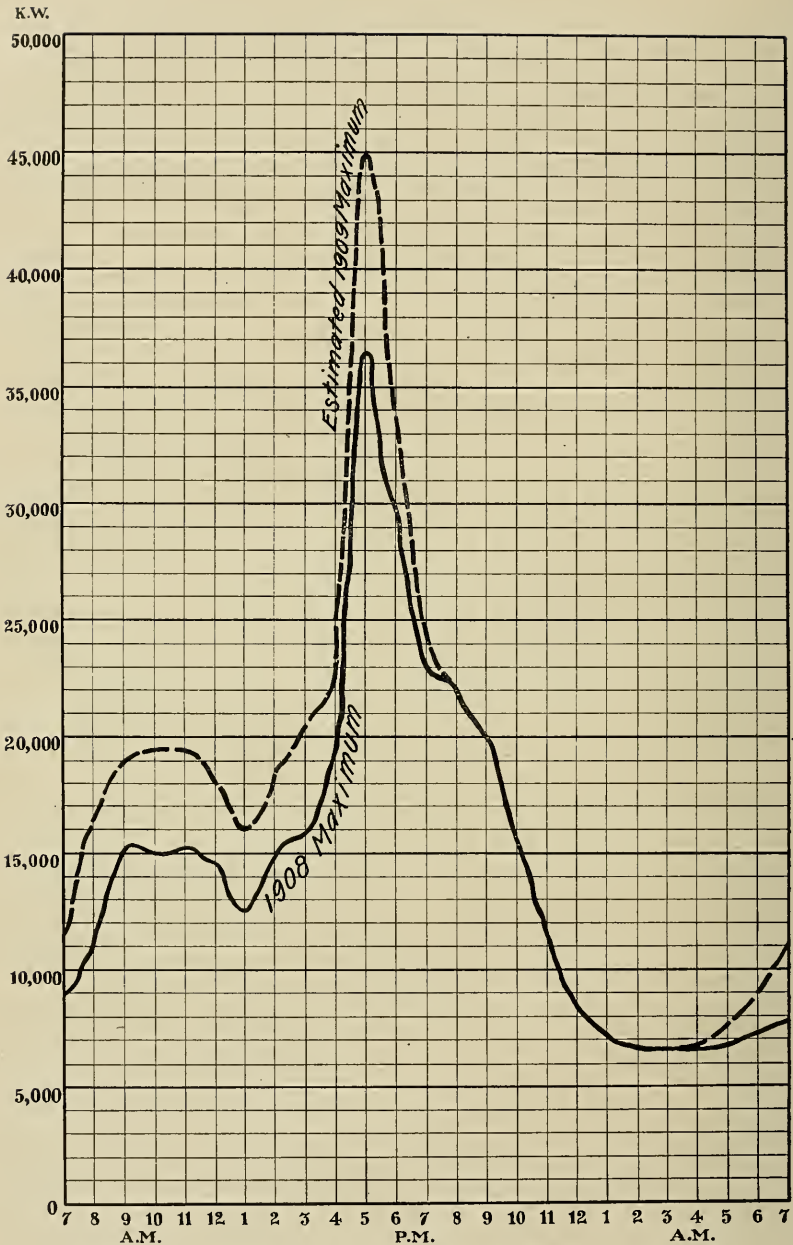
Edison feeder tube, all sizes	92,018 feet
Edison main tube, all sizes	391,685 feet
Edison junction boxes	574
Edison feeder switch boxes	15
Edison services from tube system	6,406
Total conduit feet	566,003
Total duct feet	3,564,076
Total manholes	3,032
Total cable, all sizes	6,267,989 feet
Services from cable system	1,750

NUMBER OF CONSUMERS AND APPARATUS CONNECTED TO SYSTEM

Consumers	34,428
Incandescent lamps	1,171,992
Arc lamps	10,016
Motors	11,755
H.P. of Motors	47,640

The importance of keeping a record of the company's property has made necessary the development of a record system, dealing particularly with the overhead and underground systems operated by the company. This system of records comprises card and catalog forms, showing the details of all construction of either overhead or underground types, from which at any time may be obtained the detailed information as to the location, material and construction which may be inquired about. These records are divided into records of poles owned by the company, foreign poles, all sizes and kinds of overhead wire, transformers, conduits, manholes, all sizes and types of cables, Edison tube system, junction boxes, etc.

The importance of these records can only be appreciated by those who have been connected with the operation of a large system of distribution, extending to distances remote from the central location of the various operating departments, and while their first cost and maintenance is a very considerable item of expense, their value to the various operating departments exceeds many times the cost of their maintenance.



TYPICAL MAXIMUM LOAD CURVES OF THE E.E.I.CO.'S SYSTEM

OPERATION OF THE SYSTEM

The generation and distribution of current as far as the stations themselves are concerned is primarily controlled by the Generating Department, this department directing the operation of all of the station equipment operated by the company. Upon the current being delivered from the generating and sub-stations to the distribution circuits, the operation of both overhead and underground systems to the customer's premises are in control of the Maintenance of Lines Department. Continuing from the customer's premises to the lamps, the Department of Installations maintains all meters, lamp renewals, etc., incident to the supply of electricity for use by the consumer.

The results of the operation of the Edison system for the past year are shown in the accompanying table, from which are excluded certain of the companies acquired during the current year, for which data is not available.

OUTPUT OF EDISON SYSTEM FOR YEAR ENDING JUNE 30, 1909

		Per cent of total generated
Maximum load on the system during the year.	36,324 kw.	
Total kw.h. Generated	90,877,123	
Total kw.h. sold to consumers	62,220,715	68.47
Total kw.h. used by E.E.I. Co.	4,387,147	4.83
Total kw.h. delivered to all meters.	66,607,862	73.30
Total kw.h. lost in lines and apparatus	21,877,184	24.07
Total kw.h. unaccounted for	2,392,077	2.63

From the above table it will be noted that of the total energy generated during the year 68.47 per cent was sold to consumers, while 4.83 per cent was used by the company for lighting its various buildings and the operation of auxiliaries in its many stations. The operation of transmission lines, motor generators, transformers, etc., consumed 24.07 per cent of the total energy generated, leaving 2.63 per cent unaccounted for, results which compare favorably with the best practice of the day.

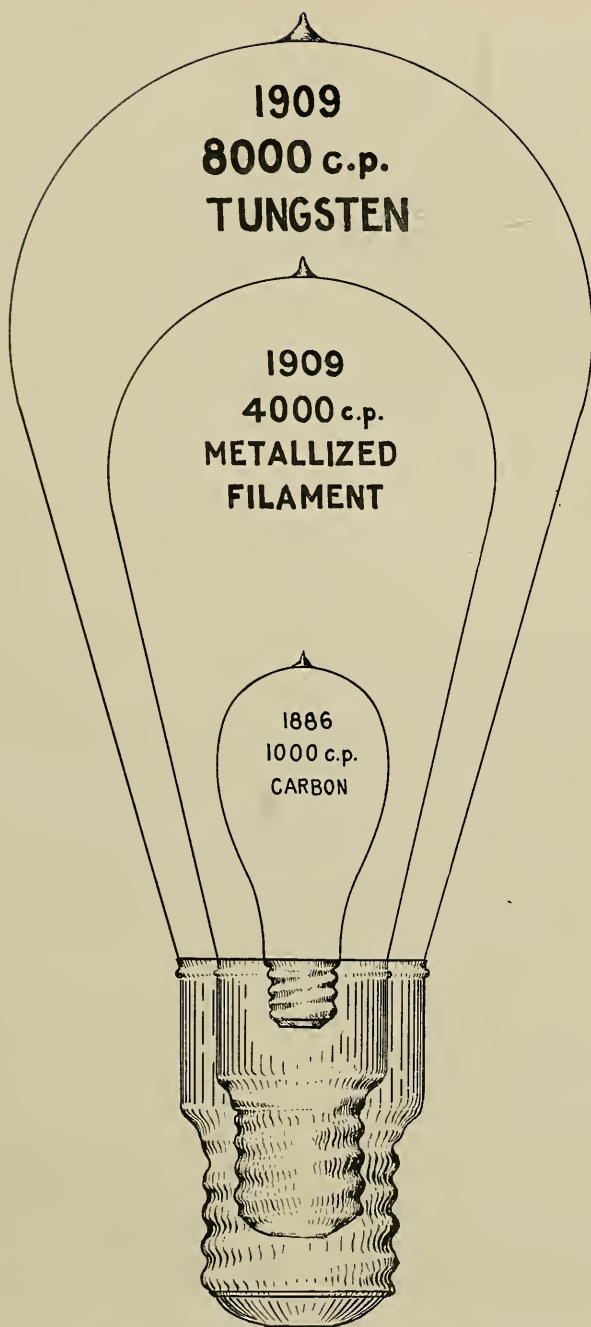
Fig. 19 shows a typical load curve for the maximum load period of 1908, also an estimated load curve for the coming similar period of 1909. These curves illustrate the wide variations in the daily load on the system, to meet which the Generating Department must at all times maintain suitable generating apparatus ready for instant use. Sudden periods of darkness due to storms or fog frequently result in increasing the load on the system 100 per cent above normal, at which time the storage batteries play an important part in temporarily supplying the increased demand for light. The high standard of service maintained by the company indicates the efficiency of the generating and distributing organization, as well as the proven policy of the company in providing ample equipment for the operation of the system.

STREET LIGHTING

All of the improvements in electric apparatus have not applied to generating station equipment, more conspicuous improvements to the public eye being visible in the increased efficiency of incandescent lamps and arc



Fig. 20
Copley Square lighted by G. E. Flame Arc Lamp



AMOUNT OF LIGHT FOR \$1.00 BASED ON
STANDARD RATES 1886 1909

Fig. 21

lamps used for street lighting and interior illuminating purposes. In the early days of electric lighting it was necessary to expend five watts per candle of illumination received from incandescent lamps, while today this figure has been reduced to $1\frac{1}{4}$ watts per candle in some of the high efficiency metallic filament lamps. This has been of inestimable value to users of incandescent lamps, not only in increasing the quality of light received, but in materially reducing the cost of the service. The early forms of arc lamps burning carbons for electrodes developed approximately 600 candle power, while arc lamps of the "Flame Arc" and "Magnetite" types burning chemically prepared electrodes and developing 3000 to 4000 candle power are regularly in service for exterior illumination purposes. These improvements have made possible the brilliant lighting of our city streets, and in connection with electrical developments along with other factors have produced marked changes in many lines of commercial undertakings.

An example of the brilliant illumination possible with these types of lamps is shown in the accompanying cut of Copley Square, where both types of lamps are employed to produce lighting effects not to be seen elsewhere in the country.

RATES

The rates for street lighting, commercial and residential lighting and power are uniform throughout the entire territory served by the company, and its standard service is maintained twenty-four hours every day in the year.

With the growth of the system and improvements in the efficiency of both generating and distributing apparatus, the cost of service has been steadily reduced and the quantity and quality of light increased. Using the metallized filament incandescent lamps furnished free by the company under its "free lamp renewal system," for the same cost, four times the amount of light is furnished the consumer today than was supplied in 1886, at which time the consumer was obliged to purchase his own lamps."

More favorable results as to quantity of light supplied may be obtained by the use of tungsten incandescent lamps, the use of which will produce eight times as much light for the same cost as was delivered from the early types of lamps in 1886.

The high initial cost of tungsten lamps has made the free renewal of these lamps on the part of the company prohibitive, and while making the customers a liberal allowance toward the cost of the lamp, at the present time it is necessary for the customers to purchase the lamp in order to benefit by the reduction in operating costs.

Figure No. 21 graphically illustrates these results.

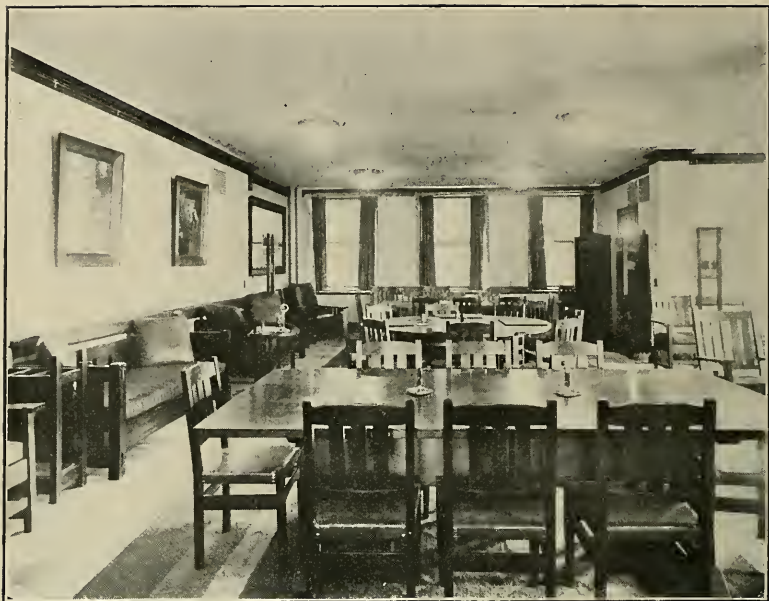
OFFICE BUILDING

In keeping with the important commercial position of the company is the substantial ten-story office building recently constructed at 33-39 Boylston Street, adjoining the Head Place Station building in the rear.

The building is used exclusively for the general offices of the company, including the Electric Appliance Exchange.



New Office Building of the Edison Electric Illuminating Co., of Boston



Assembly Room, Seventh Floor, Edison Building



Electric Appliance Exchange, 33 Boylston Street

The entire third floor is occupied by a splendidly equipped auditorium and library, where a large collection of technical text-books and the technical journals of the day are maintained by the company for the use of its employees.

The Edison Employees Club, comprising the major portion of the employees of the company, has the use of this auditorium for its educational lectures, social gatherings, club theatricals, etc., and also receives the coöperation of the management in many other ways, tending to harmonize and solidify the interests of the employees of the company.

On the seventh floor a well-appointed assembly room is provided for the business meetings of the various departments, while the upper floor is used exclusively as a draughting room.

The completion of this new building and the reconstruction of the old Head Place building has made it possible to concentrate all the offices excepting those of the executive department in one location, and carry out successfully the centralized plan of control and operation from a single point, which has ever been the company's aim.

ELECTRIC APPLIANCE EXCHANGE

The final determination on the part of the Edison Company to sell electrical appliances and devices at retail had its inception in the exhibition idea, which, in turn, developed into a fixed department of this company from the success attending an exhibit of electrical appliances and devices in the Mechanics' Fair held in Boston in 1898, where this company occupied a prominent space. This was probably the first effort made to have a distinctive display of electrical apparatus in any institution similar in nature to the fairs given by the Massachusetts Charitable Mechanics' Association.

This exhibit of the Edison Company attracted such favorable attention and the company received so many letters of inquiry and congratulation, that it was deemed not an inappropriate idea to open in connection with the company's offices a permanent electrical exhibition, to serve primarily an educational purpose, demonstrating to the public the practical application of electricity to a great variety of useful purposes.

This was started in the fall of 1899, in the building Nos. 1-2 Head Place, but being somewhat out of the line of general travel it was necessary to use some advertising means of attracting attention to this new department. Electric signs, newspapers and street car advertising were employed for this purpose. This new department immediately attracted a great deal of attention from the public, and was visited not only by citizens of Boston but by many from outside. It was very soon discovered, however, that it was serving only a portion of the purpose for which it might be utilized, from the fact that many visitors on inspecting the smaller and more moderate priced appliances—such as heating and cooking devices—desired to purchase same, but the attendants in the Exhibition Department were obliged to state that the company did not sell them and to refer the inquirers to the dealers and supply houses. This, of course, tended to rather discourage the purchaser, and consequently militated directly against the interests of the company in putting an obstacle in the way of the installation on the company's lines of current-using devices.

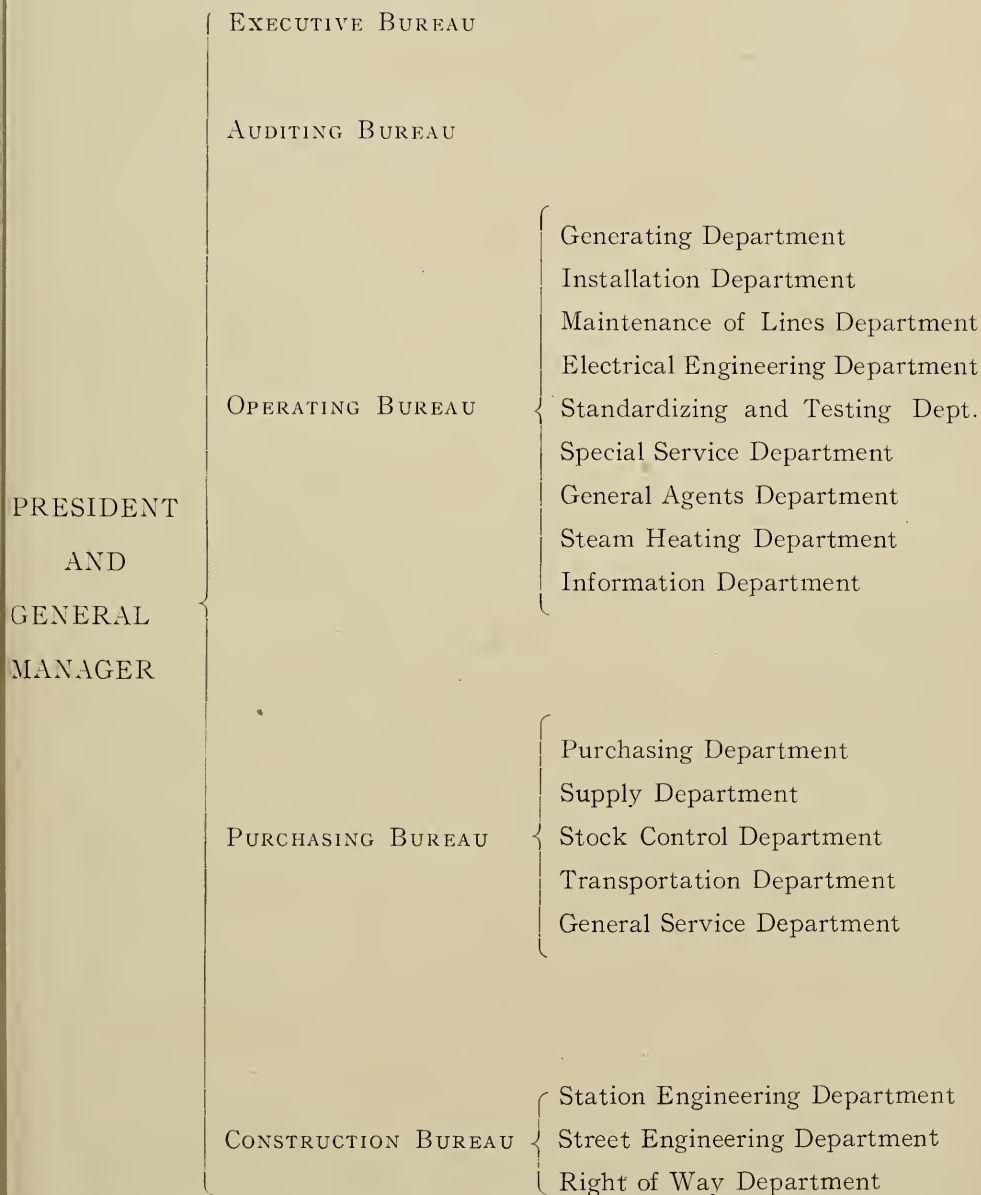
As the Exhibition Department became better known, the advisability of selling apparatus and appliances became more evident, and for some years before the occupancy of the new Boylston Street building, it was recognized by those in authority that here was a feature which might be introduced into the company's business with advantageous results, both to the customers and the company.

In the spring of 1907, when the new building was completed and occupied, the Electric Appliance Exchange was therefore established in connection with the exhibition rooms on the first floor and basement; and since that time the introduction of electrical appliances and devices has steadily and rapidly increased,

Here may be found devices of every kind and description which are meeting with popular demand at the present time, and which enables the consumer of electricity to make it more useful to him by their adoption.

These devices include family laundry irons, fan motors, chafing dishes, bread toasters, coffee percolators, vibrators, heating pads, curling irons, electric radiators, vacuum cleaners, sewing machine motors, milk warmers, bell ringers, a complete line of artistic portable lamps and many other devices, all of which may be here inspected or purchased.

WORKING ORGANIZATION OF THE E. E. I. COMPANY



ARLINGTON

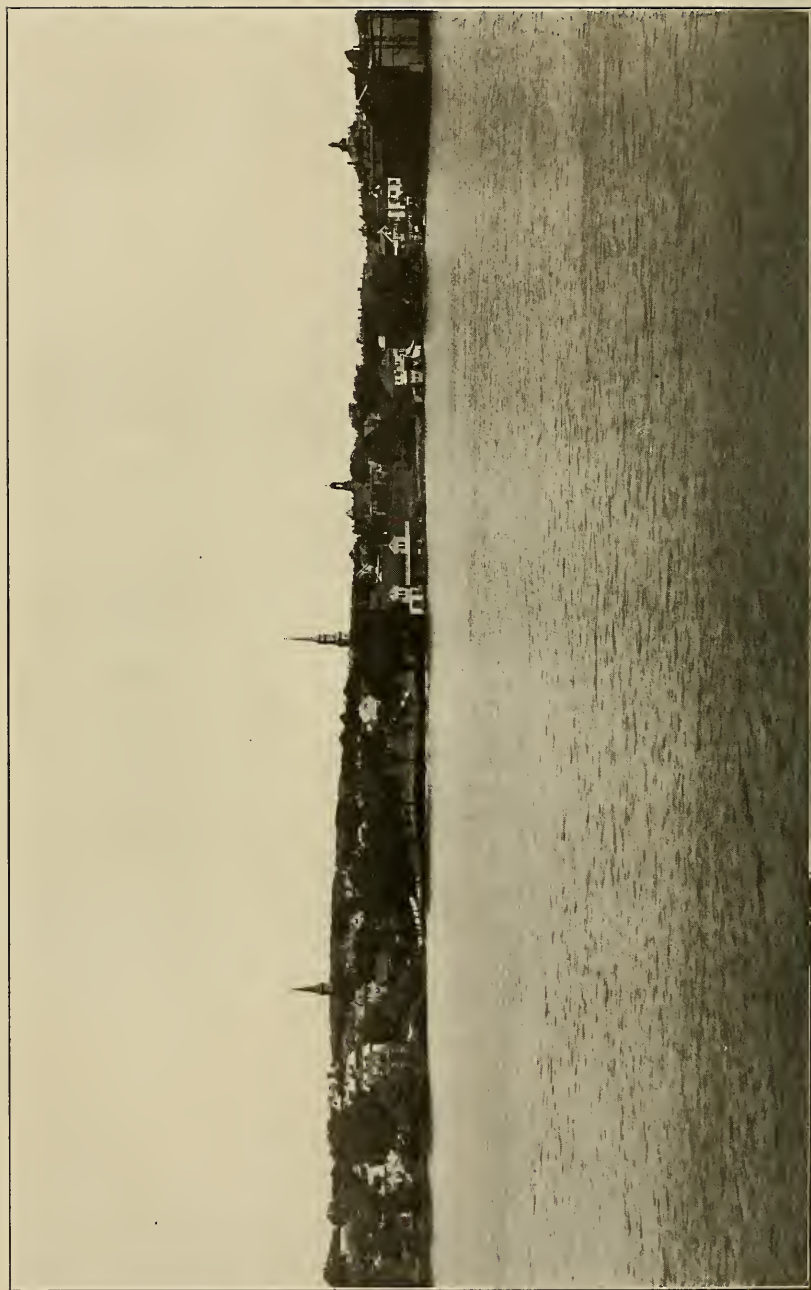
THE ARLINGTON NUMBER of a Series devoted to the illustration of certain of the cities and towns adjacent to the City of Boston and the presentation, in brief accompanying text, of some suggestive facts concerning their advantages and development.

PUBLISHED IN BOSTON IN THE FALL OF NINETEEN HUNDRED AND NINE BY

THE EDISON ELECTRIC ILLUMINATING CO.

39 BOYLSTON STREET, BOSTON, MASSACHUSETTS.

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Arlington as Seen from Across Spy Pond.

The Town of Arlington

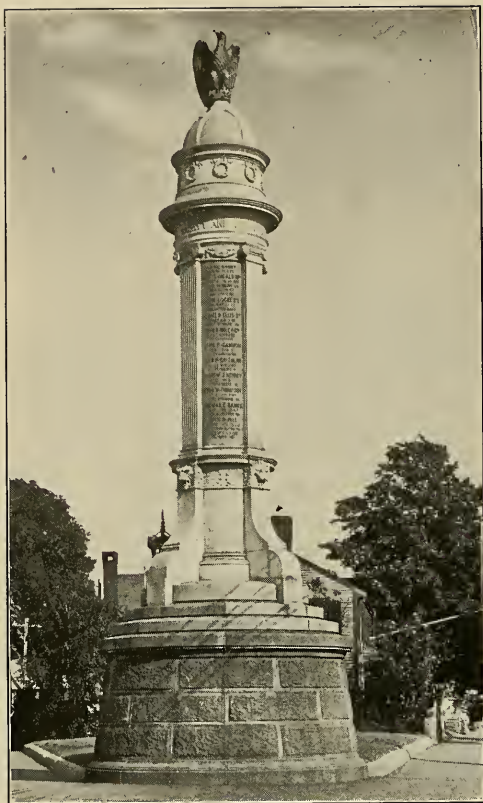
ABOUT two and three-quarter centuries ago, in 1635, the then Proprietors of Cambridge first gave grants of lands for farms in the territory now comprised within the limits of Arlington, at that time an outlying part of Cambridge, and so at that early date the settlement of the town may be said to have been begun. Nearly a hundred years later, or in 1732, so many others had joined the first adventurous settlers that Menotomy, as Arlington was then called, was made a separate precinct or parish of Cambridge. By 1807 the population had increased so much more that the town was incorporated and called West Cambridge and so it

was known for sixty years until in 1867 when without other change in the organization of the town its name of Arlington was adopted.

In the early days and during the Colonial period the scattered inhabitants of the territory braved dangers and endured struggles similar to those of the people living elsewhere within the Colony and were equally successful in the continued effort to subdue the wilderness to their needs and uses. Through Arlington Paul Revere passed on his way to give due warning of the coming expedition to Lexington and Concord under command of Major Pitcairn; at Arlington and from the neighbor-



The Railroad Station at Arlington.



The Soldiers' Monument.

ing heights harassing attacks upon the defeated British were made and their further retreat assured and hastened. The famous ride has led to the naming of one of Arlington's streets as "Paul Revere's Road" while various tablets or monuments erected within the town mark the scenes of notable episodes or events of that night and day in April, 1775, and of the Revolutionary time while the imposing monument at the center fittingly commemorates the patriotic services and sacrifices of later men of Arlington in the Civil War, "From Manassas to Appomattox."

Arlington of the present has an area of five and one-half square miles situated partly on a broad plain in the valley of the Mystic and ranging along the pleasant heights which here, and within the limits of the town, attain a considerable elevation above the sea. It has a population of something over ten thousand with about nineteen hundred entitled to vote. The prosperity of the town is obvious to every witness of its many residences and other buildings and of its attractive and well maintained streets; but this is further indicated by the amount of its assessed valuation of over eleven million dollars—for 1908 on real estate, \$9,742,883.00; on personal property, \$1,337,163.00.

The town lies in Middlesex County six miles northwest of Boston on the Southern Division of the Boston and Maine Railroad and on this road there are three stations in Arlington—at the center, Lake Street and at Arlington Heights. The twenty-nine trains out daily from Boston and the twenty-eight in from Arlington on week days and the two each way on Sunday afford convenient steam railroad transportation. The single fare is thirteen cents, while twelve rides cost ninety-five cents and the usual running time is twenty-three minutes. Electric railways connect the various portions of the town. They also connect Arlington with Boston by either of two routes, one running along Massachusetts Avenue and through Cambridge; the other by way of Broad-



Cooper Tavern, an Old Landmark.



Block with Post Office and the Town Hall.



Some of the Stores and Business Buildings.



The High School Building, Arlington.

way and through a part of Somerville to Sullivan Square. The fare by either is five cents. Electric railways also connect Arlington with Lexington and Bedford, Concord and Lowell; with Winchester and the various places beyond and with Medford. The cars on these electric railways run at convenient intervals and so it will be perceived readily enough that communication with the greater city as well as with all parts of the neighboring country is easy and assured. While Boston is so near and so accessible that its facilities are easily at command of the residents of the town, in Arlington itself are presented the conveniences so properly considered as necessities in these modern and busy days. Moreover, its own attractions and those of the neighborhood with the due opportunities given for rest

and pleasure and recreation make it further desirable as a location for homes. In the many good stores here established may be obtained the various ordinary and needed household and other supplies. A National Bank, a Co-operative Bank and a Savings Bank, with offices conveniently situated, afford banking facilities or encourage prudence. One weekly newspaper gives local news and presents comment. The church edifices of Arlington belonging to various denominations are located advantageously and while from situation, appearance or association they add interest and attraction to the streets of the town, otherwise so attractive, they meet appropriately the requirements of the residents and visitors in so important a respect. They include Congregational (Unitarian), Universalist, Orthodox Con-



A few of the Residences on Jason Street.



The Roman Catholic Church, Arlington.



The Pumping Station of the Water System.

gregational, Roman Catholic, Episcopal churches and three Baptist, including one at Arlington Heights and one at the other end of the town, and a Methodist church at Arlington Heights.

The Robbins Public Library occupies a building "Erected by Mrs. Maria C. Robbins in memory of her husband, Eli, 1892," prominently located on Massachusetts Avenue. The building is a very handsome one and while its exterior makes it a worthy addition to the streets of Arlington its interior is also very attractive and the large reading room is of beautiful proportions. The admirable arrangements permit reference to any of the more than twenty-three thousand volumes contained in the collection and due advantage is taken of the circulating privileges. The library was formerly

known as the Arlington Public Library, but its present name was assumed when this new building was completed and presented to the town by Mrs. Robbins, together with its fixtures and furnishings.

The public schools are forty-four in number including the high school and these present educational opportunities of high and satisfactory character. There are six school buildings so well equipped as to permit that due care for the physical well-being of the pupils here exercised and now quite properly regarded as important as provision for their intellectual development. Excellent water is supplied from the Metropolitan Water System while the necessary works and distributing system are owned by the town. The supply, of course, is plentiful and the water has been introduced and is



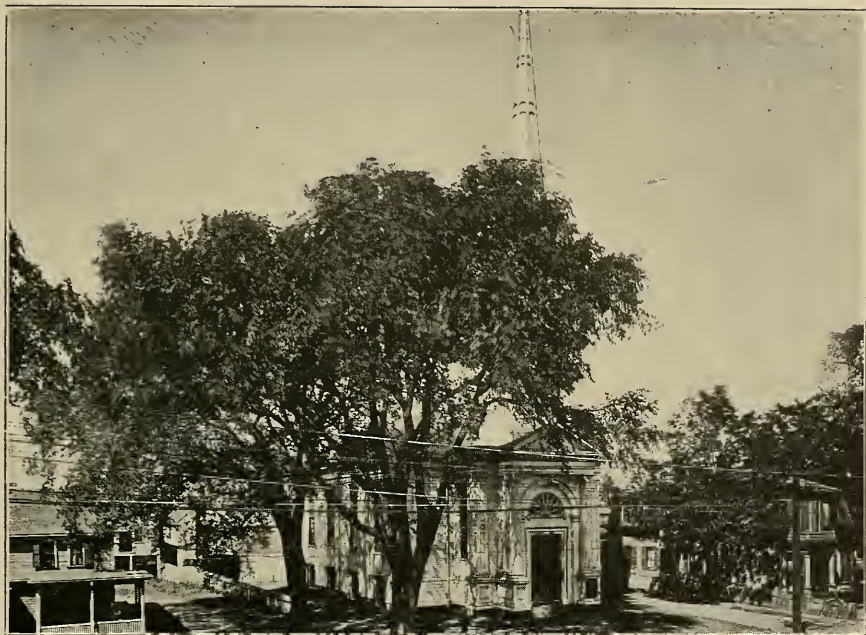
The Robbins Spring Hotel Buildings.



The Congregational Church, Arlington.



The Unitarian Church and Surroundings.



The Universalist Church, Arlington



The Baptist Church on Massachusetts Avenue.



The Episcopal Church, Arlington.



The Methodist Episcopal Church, Arlington Heights.



Building of the Robbins Public Library.

available quite generally throughout the town. On Brattle Street is the pumping station which delivers the water to the high service stand pipe at Arlington Heights and which, in turn, secures adequate pressure. The satisfactory system of sewers conducts the sewage to a trunk sewer of the Metropolitan Sewerage System. Gas for lighting and cooking is furnished by the Arlington Gas Light Company.

The streets of Arlington are lighted by electricity until one o'clock every night in the year under a twenty-year contract with The Edison Electric Illuminating Company. This Company also furnishes electricity for the illumination of residential and commercial structures, as well as for power, at its standard rates as established throughout the thirty-three cities and towns

it supplies with the electric current. The service of the Company is continuous every hour during every day of the year.

Protection against loss by fire is given by an efficient fire department with its horse-drawn apparatus consisting of three hose wagons, one hook and ladder truck, one chemical engine with one relief wagon and two exercise wagons. The eight hand chemical extinguishers carried on the other pieces of apparatus are an additional part of the excellent equipment. In its own way the police department is equally efficient for the protection of person and property and for the preservation of order and it is quite properly regarded as one of the best maintained in suburban towns. The Board of Public Works exercises due care in preserving the satisfactory character

of the roads throughout the town as well as in maintaining the efficiency of the public utilities. The members of this board, moreover, together with the citizens, co-operate with the Board of Selectmen in its successful and approved efforts to promote the general good condition of the town and to so administer its affairs that the interests of Arlington shall be best advanced.

The social pleasures of the town are promoted by various clubs and associations while some of these as well give opportunity either for recreative sports or for intellectual diversion. Notable among these associations is the Arlington Boat Club with its well appointed boat house on Spy Pond—a pleasant sheet of water which, while adding its beauty to the general attractions of the town, is admirably suitable for the

boating and the aquatic sports included among the objects of the club. There is a Tennis Club with its courts and grounds at Arlington Heights. There are moreover several clubs with social or other special objects within their aim and the Arlington Improvement Association retains its organization. Golf players find nearby and convenient opportunity to pursue their pleasure on the nine-hole course of the Winchester Country Club lying partly within the limits of Arlington, at the Lexington Golf Club also with nine holes and easily reached from Arlington or on the widely known eighteen-hole course of the Oakley Country Club at Watertown.

Parks belonging to the town and comprising about forty-eight and one-quarter acres are maintained for the enjoyment of the people, while



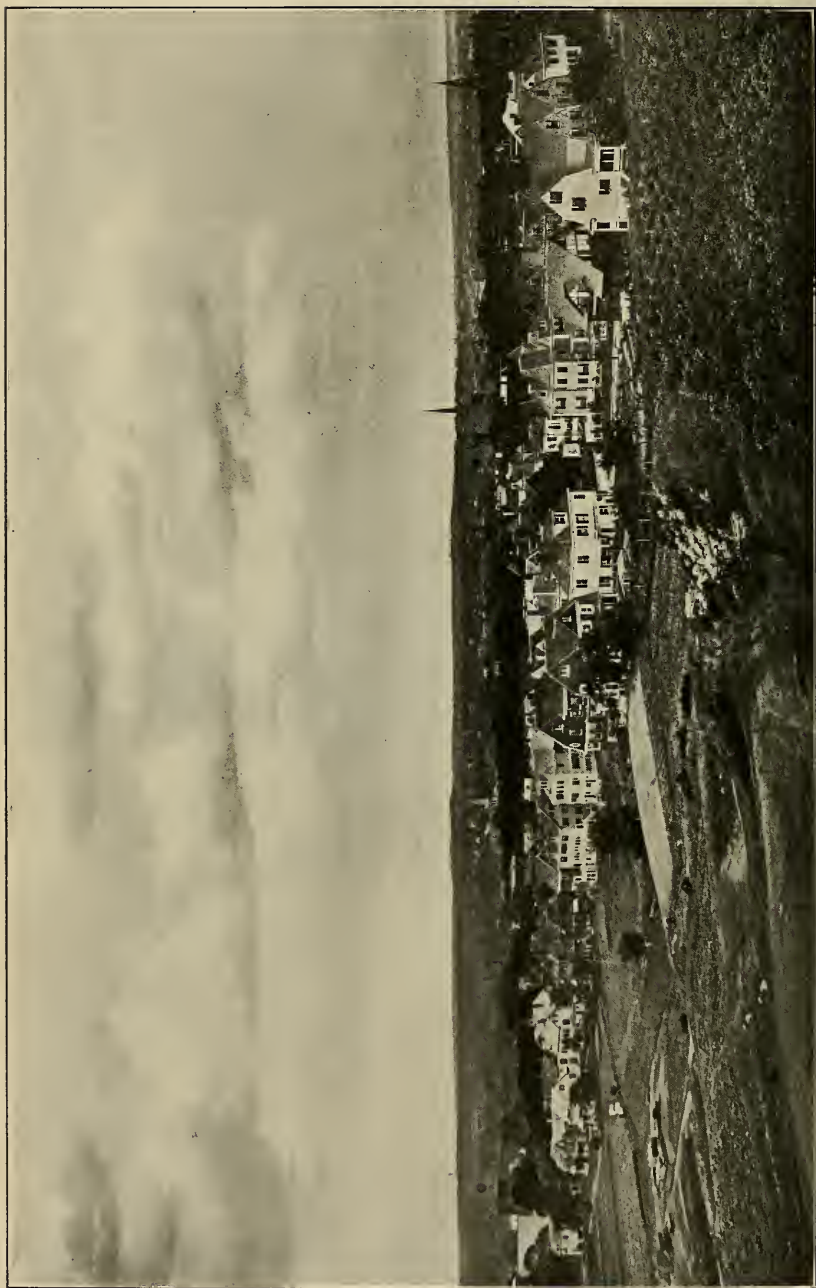
Another View of the Stores and Business Buildings.



Some of the Attractive Homes on Pleasant Street.



Other Stores and the Bank Building, Arlington.



General View of Arlington from near Bartlett Avenue.



Grand Army Hall, Massachusetts Avenue.

nearly sixteen acres of the Mystic River Reservation of the Metropolitan Park System are located within Arlington. There are also in the town over two and one-half acres of the Mystic Valley Parkway and nearly twenty-eight acres of the Alewife Brook Parkway each under the charge of the Metropolitan Park Commissioners. These parkways with other good roads with their smooth surfaces of macadam or of gravel further promote the ease and convenience of communication and permit pleasant driving or automobiling throughout the town and the surrounding country amid scenes that are diverting as well as picturesque. Of the streets or roads, eleven and one-half miles are sprinkled from May to November. Along Lombard Terrace and contiguous to Spy Pond and the headquarters of the Arling-

ton Boat Club, a field of over seven acres, to be presented to the town by Mrs. Henry Hornblower; makes an admirable and level playground. Here throughout all future seasons opportunity will be given for base ball and football games, while tennis courts, a running track and ample lawns will provide facilities for other out-of-door sports and athletic exercises.

On very high ground and with windows and wide piazzas affording views extending miles and miles over a pleasant and diversified landscape, the Robbins Spring Hotel gives accommodation to summer and all-the-year round visitors or to residents not inclined or not ready to become householders. Numerous other boarding houses located at various points within the town provide similar accommodations.

The market gardens or farms of Arlington are notable for their number and importance and are, no less, justly renowned for the variety and excellence of their products. In the aggregate these farms occupy a considerable part of the total area of the town and a very large proportion of all the vegetables consumed in Boston come from the many and large greenhouses in Arlington or from the fields of its farms at once highly cultivated, pleasing in aspect and delightful in suggestion. From Arlington, indeed, similar needs of other neighboring places as well as of many distant ones are supplied and the requirements of other growers for superior seeds met in a thoroughly reliable manner.

As here conducted the growing of market produce is an industry of prime importance and, of course,

it is easily chief of the industries of Arlington; but, attracted by various advantages of the town the works of several manufacturing establishments have been located here and among them may be mentioned the Gifford-Wood Company, said to be one of the largest makers in the world of ice tools; the Arlington Machine Company, manufacturers of looms; Charles Gott & Son, carriage builders; Mrs. Margaret Dale, manufacturer of cordage; American Chrome Company, materials for use of tanners; Clinton Schwamb & Company, makers of picture frames and mouldings; Theodore Schwamb & Company, manufacturers of piano cases and the Arlington Mills, grinders of drugs and of the "Arlington Whole Wheat Flour." These various establishments give continuous employment to many operatives.



Lake Street Station on Boston and Maine Railroad.



House of the Arlington Boat Club on Spy Pond.



Dr. Ring's Sanitarium, Arlington Heights.



The New Athletic Field near Lombard Terrace.

Arlington is worthy of important consideration and most particularly commands attention as a location for the establishment of homes in pleasant neighborhoods and amid appropriate surroundings and, indeed, to the unusual advantages it presents in this respect may be attributed its increase in population and its present marked prosperity. The growth of the town has been continuous and progressive; but during recent years there has been notable and increasing activity in the building of dwellings of varying size. In 1904, for instance, the estimated cost of new buildings, alterations and additions for which permits were issued, amounted to \$112,500; in 1908, similar estimated costs amounted to \$232,525. The

pleasant situation of Arlington in the broad and level portions of its territory and on surrounding heights, its accessibility, its natural advantages of topography and location, together with its possession of many conveniences and its well ordered condition, must lead inevitably to its further development and even greater growth as a place where comfortable and attractive residences may be erected and charming homes created. The character of the many sites for other suitable dwellings yet available and possessing advantages equalling those of the locations within the town, which have been already so happily improved, must be an added contributing cause of this certain development.

ASHLAND

THE ASHLAND NUMBER of a Series devoted to the illustration of certain of the cities and towns adjacent to the City of Boston and the presentation, in brief accompanying text, of some suggestive facts concerning their advantages and development.

PUBLISHED IN BOSTON IN THE FALL OF NINETEEN HUNDRED AND NINE BY

THE EDISON ELECTRIC ILLUMINATING CO.

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The High School Building at Ashland.



The Public Library at Ashland.

The Town of Ashland

PLEASANTLY and conveniently situated in the southwestern part of Middlesex County, Ashland is twenty-four miles west of Boston, with which it is connected by two lines of steam railway, besides electric lines. The town was incorporated in March, 1846, its territory having been before included in the now neighboring towns of Framingham, Holliston, and Hopkinton. It has an area of twelve and one-half square miles and it lies in a high and moderately hilly country, while nearby elevations permit pleasant views of the village and of the picturesque surroundings.

The population of the town has grown to be approximately seventeen hundred, while some four hundred are entitled to vote. The assessed valuation amounts to about \$1,200,000.00.

Communication with Ashland is secured over the Ashland branch of the Midland Division of the New York, New Haven and Hartford Railroad and, also, over the main line of the Boston and Albany Railroad. On the latter there are eleven passenger trains out from Boston daily and ten in from Ashland. On Sundays there are five trains out and three in. The single fare is fifty



The Hotel and some business buildings.



The Congregational Church.



The Roman Catholic Church.



The Methodist Church and some adjoining homes.



The Town Hall at Ashland.



The Baptist Church is of recent construction.

cents while a ticket for three months' use costs \$23.00 and the usual running time is fifty minutes. Electric railways also connect Ashland with South Framingham and with Hopkinton, each fifteen minutes away. The cars run at convenient intervals.

Near the center of the town, stores have been established to serve the requirements of residents. Educational opportunities are presented by nine public schools, including the high school. There are two school buildings. The devotional edifices number four, comprising Baptist, Methodist, Congregational and Ro-

man Catholic Churches. Protection against fire is afforded by an efficient Fire Department with apparatus consisting of one steam engine, one hook and ladder truck and two hose reels. The Public Library with its collection of nearly seven thousand volumes now occupies a building centrally located and presented by Andrew Carnegie. This was erected about five years ago. There are available many sites for the erection of suitable and convenient dwellings, while in several boarding houses accommodations may be secured by Summer

residents or by those preferring not to become occupants of houses. A large and level field, presented to the town by members of the Stone family, will provide, in future Summer seasons, opportunities for baseball games, other out-of-door sports and athletic exercises. Steps have been taken tending to secure for the town an adequate and public supply of good water.

The streets of Ashland are lighted by electricity, on moonlight schedule, until twelve-thirty at night under a five year contract with The Edison Electric Illuminating Company. This

Company also furnishes electricity for the illumination of residential and commercial structures, as well as for power, at its standard rates as established throughout the thirty-three cities and towns it supplies with the electric current. The service of the Company is continuous every hour during every day of the year.

Attracted by the various advantages of Ashland several manufacturing establishments have located their works here. These include the Lombard Governor Company; Moshier Brothers, makers of extracts, baking powder, etc.; A. H. Ray, manufacturer of machinery for printing tips for hatters; Ray Brothers, tip printers; J. A. X. Guilbault & Sons, pattern makers for founders, and the Universal Carbon Company—this last a recent, and another important addition to the industries of the town.

Other and later-coming manufacturers will find that they have opportunities presented, and facilities at their command in Ashland of undoubted advantage. Several large tracts of land suitable for business or manufacturing purposes can be obtained near the lines of the Boston and Albany and of the New York, New Haven and Hartford Railroads. The freight arrangements are most excellent and Boston is the billing point.

While it is suggested that boot and shoe machinery or thread factories would be particularly suited to Ashland, any other would find all its requirements met satisfactorily. About two hundred people, living in the town, could be secured to work the entire year, while other operatives brought to Ashland would find it a suitable, pleasant and convenient place in which to live.



Some of the Factory Buildings at Ashland.



The Railroad Station at Ashland.

Some years ago some large stone factories were erected near the center of the town for the purposes of a proposed establishment for the bleaching, dyeing and printing of cotton goods; but plans were changed and the industry was never located here. Some of the buildings, constructed for very heavy work, were finished; others partially so. In a part of the group the Lombard Governor Company has its plant; in another the Universal Carbon Company. Inquiries as to other available parts of these buildings, or of others obtainable and readily adaptable, will be answered promptly if addressed to the Town Clerk. Information in detail

will be given also concerning sites to be obtained for dwellings or locations for new factories if requested.

The further growth of Ashland, and its greater development both as a place of residence and as a location for other manufacturing industries, are assured by its pleasant and accessible location, its altitude and general healthfulness, its attractive neighborhood, as well as by its possession of desirable conveniences. Moreover, the very unusual freight facilities, which many consider to be the most satisfactory between Boston and Worcester, should be regarded as factors of prime importance in this assured growth and development.

B E D F O R D

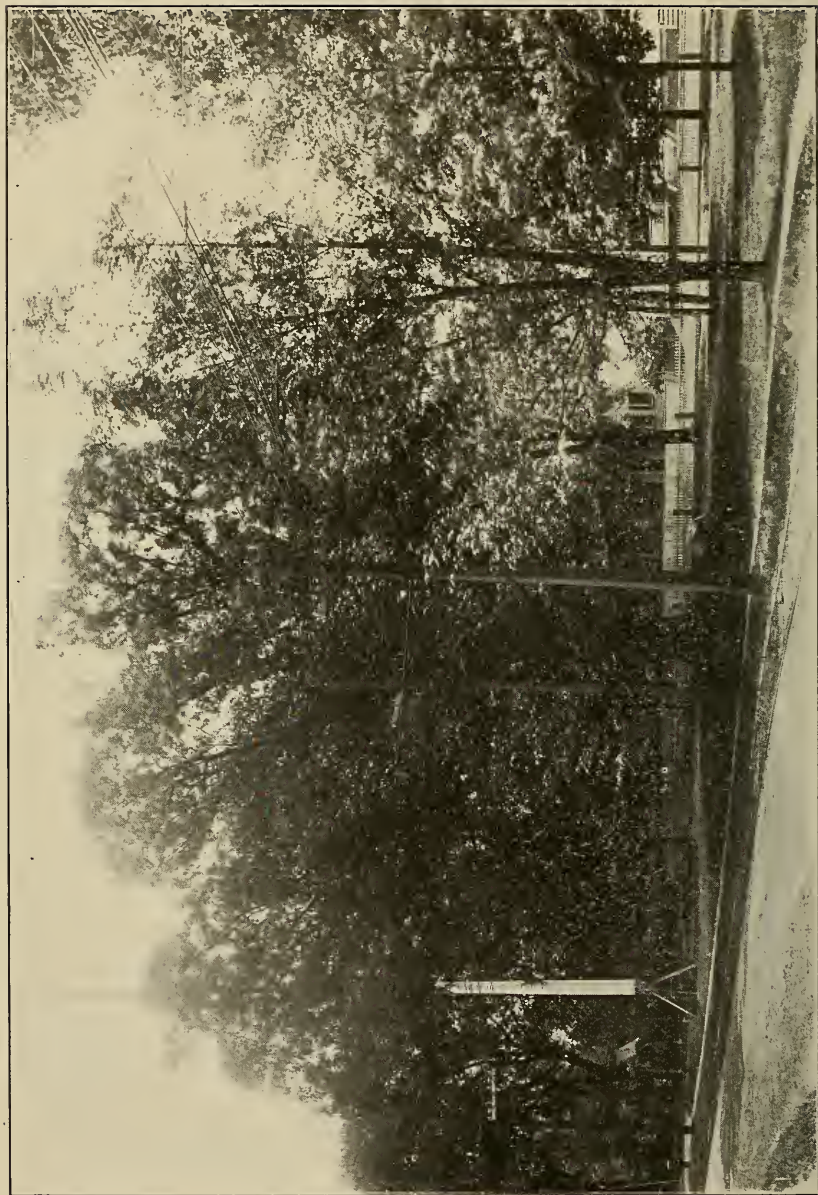
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Wilson Park and some Residences, Bedford.

The Town of Bedford

SURROUNDED by broad meadows, and amid high hills, Bedford is very pleasantly situated in about the center of Middlesex County some fifteen miles northwest of Boston and four miles beyond its neighbor Lexington. The Concord River forms its western boundary while the Shawsheen River runs along another border of the town. Bedford is on the Southern Division of the Boston and Maine Railroad on which there are thirteen trains out from Boston on each week day and eleven in from Bedford, while on Sundays there are two trains each way. The single fare is

twenty-nine cents; twelve rides cost \$1.75, and the scheduled running time is forty-seven minutes. Electric railways increase the convenient accessibility of the town for these connect Bedford with Billerica, Lowell and Concord and with Lexington, Arlington and Boston.

Bedford was incorporated by the General Court in September, 1729. Before that, and for nearly a century it had been a part of the now adjoining towns of Concord and Billerica. Its name seems to have been adopted in honor of the minister of Concord, who was a native of Bedfordshire in England. Its early



The Old Pollard Tavern, Bedford.



The Congregational Church, Bedford.



The Roman Catholic Church, Bedford.



The Unitarian Church and the Common.

history, throughout Colonial and later Revolutionary years, was similar to that of other towns and settlements in this part of the land, and the inhabitants of its territory shared the vicissitudes and struggles of the early times and contributed of their strength to the struggle for national existence.

The first house occupied by white persons within the present limits of the town was erected in 1642, only twenty-two years after the landing of the Pilgrims, and the settlement of the pleasant land was thus begun early. The Old Pollard Tavern, erected in 1750, stands as a point of interest and, indeed, a considerable part of the present charm of Bedford is due to the quaint houses of Colonial aspect erected in later but still comparatively early years and now standing on various of the streets.

Bedford of the present occupies an area of fourteen and one-tenth square miles. It has a growing population of fourteen hundred with about two hundred and fifty entitled to vote while its assessed valuation is in the neighborhood of \$1,300,000.

The town is situated on an elevation itself constituting a water shed. It is therefore naturally well drained and free from the miasmatic influences which are so often associated with lower-lying places. For these reasons, and because of its pleasant location, its interesting features and its picturesque surroundings with the many drives its good roads permit, Bedford is attractive as a place of either continuous or summer residence. Furthermore, there are here the other attractions due to added conveniences. Along the main street of the village there are



The Bedford House on Main Street.



The Boston and Maine Railroad Station, Bedford.



The Union School Building.



Some of the Stores at Bedford.

shops in which ordinary needs may be satisfied. Three churches, the Unitarian, the Congregational and the Roman Catholic, meet the requirements for convenient and suitable places of worship. The public schools are four in number and the Union School Building is commodious, and a structure altogether creditable in appearance, arrangement and equipment.

The streets of Bedford are lighted by electricity until one o'clock at night (dark hour schedule) by The Edison Electric Illuminating Company under a ten year contract. This Company also furnishes electricity for the illumination of residential and commercial structures, as well as for power, at its standard rates as established throughout the thirty-three towns and cities it supplies with the electric current. The

service of the Company is continuous every hour of every day in the year.

The Public Library, located in the Town Hall is a town institution, but it has profited, or been increased by various donations by the public spirited and more recently a gift of real estate has been made to the town for library purposes. A field near the station suitable for all out-of-door games or recreative athletic exercises has been given to the town by Mrs. Jonathan A. Lane. On this field will be base ball games and other sports partly conducted under the auspices of the Civic Club which exists to promote social pleasures as well as to further in approved manner the interests of the town. The Bedford House on Main Street provides opportunity for rest and refreshment to travelers by auto-



A large Factory Building at Bedford.



The Town Hall at Bedford.

mobile or other transient visitors as well as gives accommodation to the summer resident. In addition, to meet the further needs, or the choice of these latter, there are several boarding places among the attractive looking farm houses and dwellings of the town.

Bedford has installed, recently, its own water system with wells and a water basin, and the water, of high quality, has been introduced very generally in the houses of the residents and throughout the town. The fire department, with its apparatus of one hand engine, one hook and ladder truck and one combination hose and chemical wagon and other necessary equipment, is efficient and reliable.

The advantages which should lead to the future residential development of Bedford, ought likewise, to be of

effect in causing the location here of manufacturing or commercial enterprises. The railroad facilities for the transportation of freight, moreover, will be found thoroughly satisfactory, while the billing point is Boston. There is abundant land contiguous to the railroad on which factory buildings of any size may be erected. All employed operatives, of whatever grade, would find their surroundings agreeable and most healthful. Their own needs, and those of growing children, for fresh air, freedom and opportunities for play or for education, could all be met adequately. In the town fruits and vegetables are raised in sufficient quantities to make it comparatively easy to obtain them, and all natural products are as readily procured.

Already here are the large factory buildings of the Boston Electric



Field to be used as Athletic Grounds, Bedford.

Spindle Company, in which experimental work is now under way with rather a small present force, and another factory in which experiments are being conducted also. Inquiries as to available locations for manufacturing plants or sites for dwellings will be answered promptly if addressed to the Chairman of the Board of Selectmen.

A very important industrial enterprise established here, or rather at Bedford Springs, is that of the New York Pharmaceutical Company. Not only is the enterprise important commercially, but the property at Bedford Springs has been developed so that its great natural beauty has been enhanced and unusual attractions of scene and surroundings are presented. There are three springs here renowned for the curative effect of their waters, and it is recorded

that in days long gone the Indians came from long distances to fill their leather bottles with the water of the springs. The plentiful flow of the agreeable and healthful waters continues now as then. The estate was purchased in 1856 by the late William R. Hayden, M. D., and the establishment of the works of the Company here and the really remarkable development of the land followed. The property comprises about two hundred and fifty acres and within its pleasant limits a large lake lies surrounded by its sloping grassy shores. Here, also, there are wooded knolls, interspersed with broad lawns and with shrubbery, while good driveways have been constructed. Besides the buildings in which the work of the Company is carried on there are pleasure structures, covered outlooks and



Looking in toward Bedford Springs from across the Railroad Track.



This Handsome Building stands in Attractive Grounds at Bedford Springs.



The Lake adds to the Beauty of Bedford Springs.

handsome dwellings, and the large and striking building sometimes known as the Sweetwaters Hotel. This with its healthful and beautiful surroundings would be ideal in arrangement and location for a large private school. Indeed, the numerous smaller rooms suitable for sleeping chambers or dormitories contained within the structure, its wide and convenient corridors and the larger apartments which might be used as assembly or class-rooms make this notably well adapted for school

purposes. Few, if any, alterations would be necessary. In the grounds without, ample opportunity would be found for the recreative exercises which, it is now considered, should accompany the work of education.

It may be added that at Bedford Springs there are no accommodations for the casual motorist or excursionist; but it may be regarded in its restfulness and quiet and with its charm of scene and development as one of the pleasantest places in all the neighborhood of Boston.



BELLINGHAM

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Post Office and Store and one of the Dwellings at Bellingham Center.



The Town Hall and a School House, Bellingham Center.

The Town of Bellingham

SITUATED in the extreme southern portion of Norfolk county the Town of Bellingham occupies a long and rather narrow parrallelogram comprising an area of seventeen and eight-tenths square miles and extending from Medway and Milford on the north to the Rhode Island line at Woonsocket on the south. On the west are Hopedale, Mendon and Blackstone; on the east the large town of Franklin and a part of Wrentham. Bellingham Junction is a station thirty-one miles from Boston on the Woonsocket Division of the New York, New Haven and Hartford Railroad and

thirty-three miles by rail from Boston, it is also a station on the Milford and Franklin Branch of the same railroad. Between the Junction and Boston there are ten trains daily in each direction and on Sundays five. The single fare is sixty-five cents and the average running time by the first mentioned line sixty-seven minutes; via Franklin it is fourteen minutes longer. Caryville, also within the town, and North Bellingham are stations on the Woonsocket Division with seven trains each way daily and five on Sundays. The single fare to Caryville is fifty-five cents; to North



One of the School Houses, Town of Bellingham.



Soldiers' Monument and Baptist Church, Bellingham Center.



The Baptist Church at North Bellingham.



The Roman Catholic Church at North Bellingham.

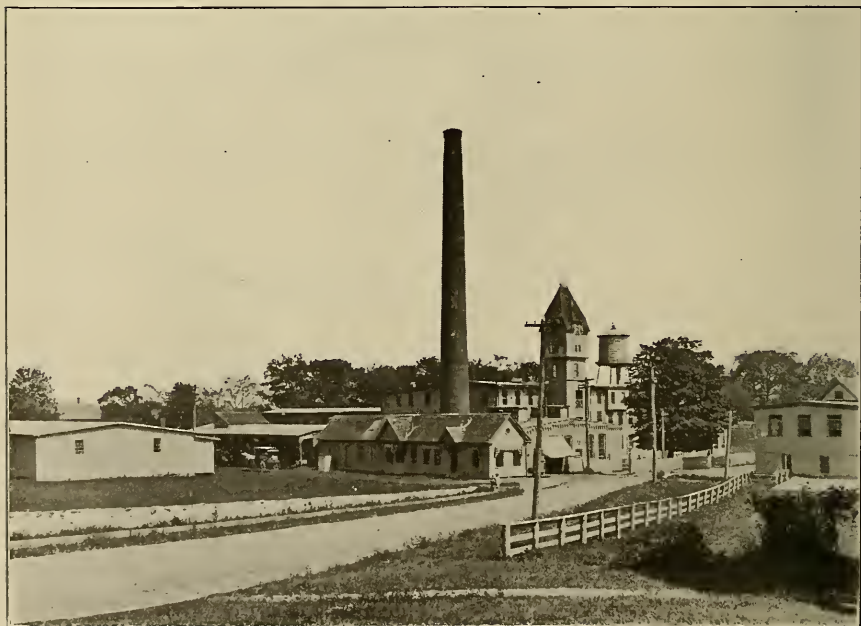


One of the Residences at Caryville, (Town of Bellingham.)

Bellingham, sixty cents and the regular running time about one hour. South Bellingham is a station on the Midland Division of the same railroad with one train to and from Boston on week days. Electric railways not only connect the various portions of the town with one another but cars on these run to Medway, Millis, Medfield, Dedham and so to Boston, to Franklin, Wrentham and to Attleboro; to Woonsocket and thence by transfer to Providence and various points in Rhode Island; to Milford, there connecting with other electric railways through Holliston to South Framingham with its comprehensive steam and electric railroad connections. Bellingham Four Corners, where the electric railways running in the four cardinal directions cross, is made a busy looking place by the frequently passing cars.

After the first occupancy of its territory by the white settlers Bellingham was a distant and outlying part of the Town of Dedham; but by 1719, so many had come to the neighborhood to live that the need of a nearer meeting house was apparent, and late in that year the town was given a distinct corporate existence upon condition that an orthodox minister be appointed and maintained. This condition was complied with and the first town meeting was held in March of 1720. The town has grown to have a population of about sixteen hundred with two hundred and sixty-five legal votes. The assessed valuation is nearly eight hundred thousand dollars.

In the main the town is a rural community, with its territory largely devoted to farming and somewhat sparsely settled; but all the conveniences or necessities of life are



Mills of the Taft Woolen Company at Caryville.



Plant of the Charles River Woolen Company at North Bellingham.

quite easily obtainable. Because of the proximity of Milford, Franklin and Woonsocket and their ready accessibility by the cars, the stores, amusements and business and banking facilities of these more populous and larger settlements are at the command of the residents of Bellingham, while the journey to Boston, with its wider interests, is neither difficult nor prolonged. Moreover, at the different villages within the town the usual wants of daily life may be met and professional or other necessary services secured. Stores have been established in which may be procured ordinary supplies. There are in the town ten public schools as reported by the State Board of Education, and three modern school buildings—one each of these latter at the center, North Bellingham and South Bellingham. Bellingham Grange, No. 190,

Patrons of Husbandry is active in promoting social pleasures while under its auspices lectures are delivered or other entertainments provided from time to time.

The streets of the town are lighted by electricity until half past twelve on other than moonlighted nights under a ten year contract with The Edison Electric Illuminating Company. This Company also furnishes electricity for the illumination of residences and commercial structures, as well as for power at its standard rates as established throughout the thirty-three cities and towns it supplies with the electric current. The service of the Company is continuous every hour during every day of the year.

The land of Bellingham is generally high and all the conditions healthful. The Charles River en-



Factory and Residence of H. D. Perkins, South Bellingham.

ters the town near the Milford line and there are several ponds which add their own to the general beauty of the surroundings. Good and well maintained roads traverse the town. Bellingham with its pleasant rural charm should prove attractive to those seeking suitable locations for summer homes or large residential estates for all the year occupancy. Many sites quite suitable for such purposes are available, or for the erection of modest homes for those who wish to enjoy the pleasures of country life without removing themselves beyond the reach of modern conveniences or whose affairs and business require that they should live near lines of communication.

The Taft Woolen Company with its mills at Caryville gives work to many people who here find oppor-

tunity to provide themselves with comfortable homes. At North Bellingham the Charles River Woolen Company has its large plant and at South Bellingham, H. D. Perkins carries on the weaving of handkerchiefs and other articles. Manufacturers in need of new locations would find in Bellingham various important advantages—advantages which have been attractive to others. The facilities for the transportation of freight by the railroad are adequate and Boston is the billing point.

Inquiries addressed to the Town Clerk as to suitable locations for dwellings of whatever size or as to sites convenient to the railroad upon which manufacturing or business buildings may be erected will receive prompt response.

BROOKLINE

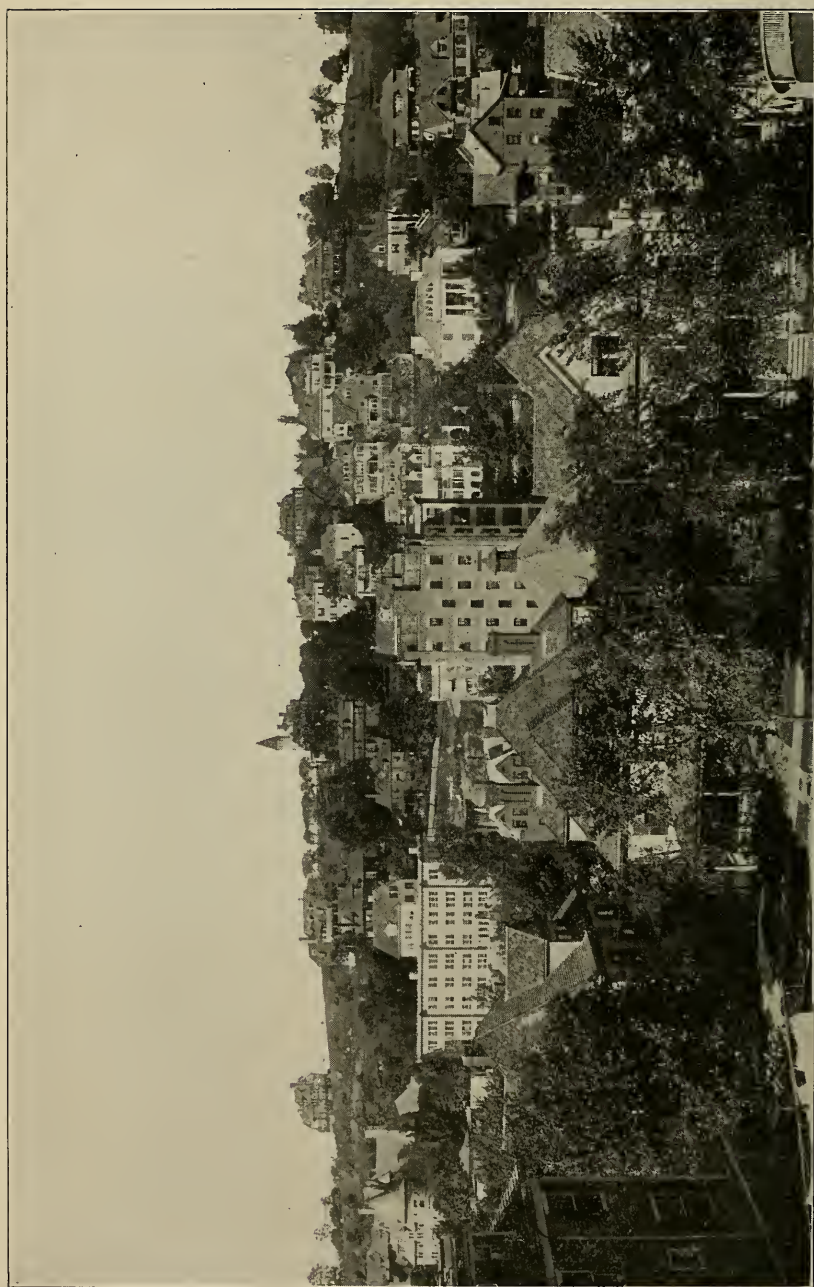
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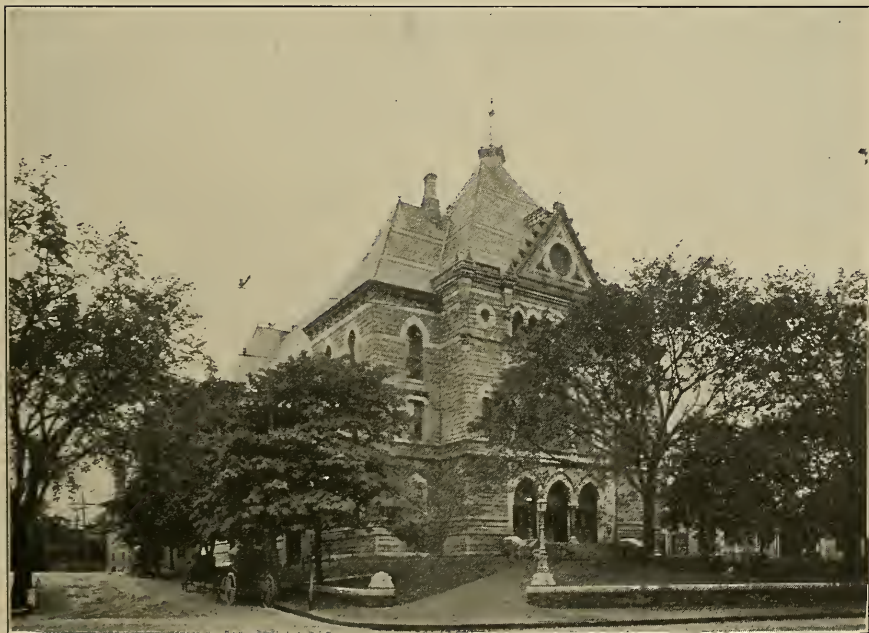


A little of Brookline, Looking from Winthrop Road Toward the Crest of Corey's Hill.

The Town of Brookline

WITHIN a few years after the settlement at Plymouth it became apparent that the then business of life in a new country could be pursued in this wild and almost unknown land with hope of due reward. It may be that the many attendant dangers and difficulties seemed of little relative consequence to the hardy and adventurous early comers, or that the troubles were minimized in the reports sent to the mother country. At all events nine years after the settlement at Plymouth, by royal charter was created a corporation

entitled the "Governor and Company of the Massachusetts Bay in New England," and Boston was established in 1630. Then and for seventy-five years the territory of the present Brookline was included in that of the larger place. In 1686 when the inhabitants of Muddy River, as the locality was then known, needed a school of their own they were given exemption from the Boston town rates and permission to choose their own officers. This partial separation did not long satisfy the ambitious young community, and in 1700 an agitation



The Town Hall, Dedicated 1873.



The New Fire Station at Brookline Village.

was begun which resulted in the incorporation of the town in 1705. Brookline not only gained control of its own neighborhood affairs, but a pleasanter name and one better fitted to so charming and picturesque a country than its old, however much of the soil was carried by Muddy River in its turbulent course from Jamaica Pond to the Back Bay.

Occupying an oblong area of naturally beautiful land, Brookline is the northermost town of Norfolk County. Formerly the northern line extended to the Charles River, but in 1874 a rather narrow strip of land here was ceded to the City of Boston. Otherwise, and in the

main, the boundary lines of the town are as these were defined by committees of the neighborhood along toward the middle of the eighteenth century. For about a mile on the southwest, and a little more on the west, Brookline adjoins the City of Newton, while at all other points it is bounded by Boston.

Unusually pleasant in situation, Brookline is distinguished for the pleasant diversity and the attractive character of the land comprised within its area of six and eight-tenths square miles. The natural features have been permitted to retain their beauty, or doubtless in the eyes of many their charm has



First Parish Unitarian Church, Walnut and Warren Streets.



Police Station and Court House, Brookline.



The High School Building, Brookline.



Brookline National Bank Building, Harvard Square.

been enhanced in the course of the development of the town and in the adapting of its territory to all the requirements of satisfactory residence. In the southern portions of the town are many hills, some rising to altitudes of consequence, and some bearing on their crests or slopes residences of architectural excellence, or set in grounds quite worthy of their generally attractive surroundings. At the north rises Corey Hill with its view so remarkable for its wide extent and so famous for its charm, and an acre at the summit is to be retained as a public pleasure ground. Near the geographical centre of the town is the Bolyston Street reservoir once the property of the Boston Water Works, but long unused as a part

of the system of water supply and in due time acquired by Brookline. This large and lake-like body of water is retained also, and with its surroundings, as a part of the town's system of parks. It is an added attraction to the scene as well as a charming playground.

It is evident from the care with which are preserved the stately old trees which line so many of the streets or embower so many of the houses or with which new trees are planted, that these are regarded properly as important parts of the municipal asset of beauty. Furthermore, welcome addition of course to the natural advantages, are the good roads, the broad straight avenues and the winding streets, so constructed and



The Harvard Congregational Church, Erected in 1873.



Municipal Bath House and Gymnasium, Tappan Street, (Brookline Hills.)

so maintained that they not only serve their useful purpose but are pleasing in their varied aspect.

Brookline is a station on the Boston and Albany Railroad four miles by rail from Boston. There are twenty-nine trains out from Boston daily and thirty in from Brookline; on Sundays nine and eight respectively. The single fare is eight cents; twelve rides cost eighty-five cents and twenty-five rides \$1.50. The average running time is ten minutes. Within the limits of the town there are stations at Cottage Farm, Longwood, Brookline Hills and Reservoir. Cars on electric railways, potent servants of convenience, connect one part of the town with another. These run at frequent intervals also to Boston by way of Beacon street, by Boylston

Street and Huntington Avenue, and by Roxbury Crossing and Tremont Street, as well as to Faneuil, Allston and Brighton; they run also to the settlements in Newton; to Wellesley, Framingham and on to Worcester. Communications between Brookline and the rest of the world is made an easy matter by these steam and electric railways.

The population of this prosperous and most important town is far larger than the number necessary to qualify it to become a city of the Commonwealth. Indeed the requirements in this respect were exceeded years ago; but the form of government assumed over two centuries ago has been retained in deference to the continued wish of the inhabitants and as better suited than any other could be to a town so



Roman Catholic Church of St. Mary of the Assumption.



Pleasant Homes on Buckminster Road, Brookline.



On Babcock Street, with a Few of Its Attractive Dwellings.



The Manual Training High School, facing the Cypress Street Playground.

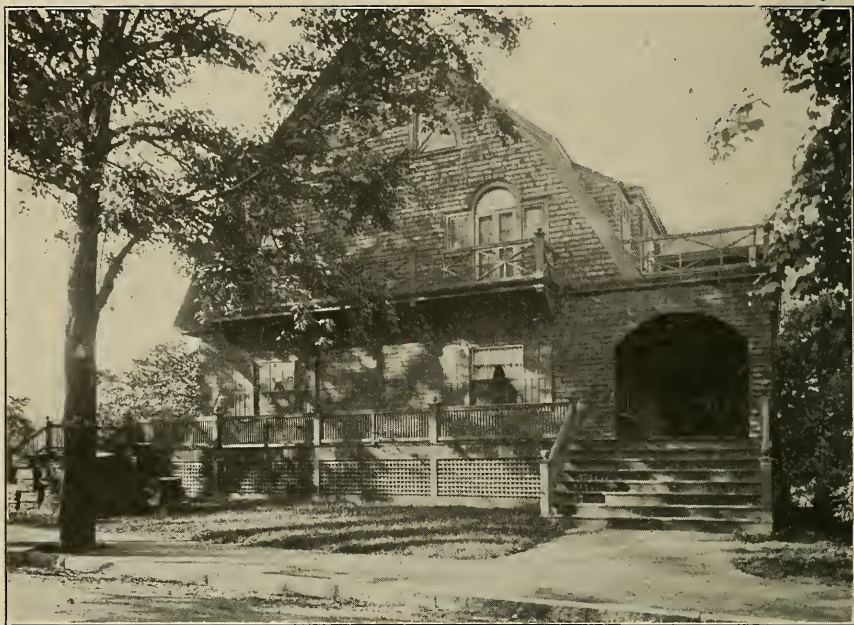


St. Paul's Episcopal Church, St. Paul and Aspinwall Streets.

distinctly residential in purpose and development. Their own municipal affairs are within the immediate direction of the residents, jealous of their rights and privileges, or are administered by officers, committees and heads of departments quickly responsive to the will of the people as this is expressed in the town meetings. The population has been steadily advancing, but this as ascertained by the census of 1905 amounted in that year to 23,436, the figures representing an increase of about forty-five per cent during the ten year period then ending.

Together with its continued growth in population the town has advanced as notably in prosperity. Unmistakable evidence of this prosperity is, presented almost every-

where throughout the town and in many ways. As parts of the evidence may be cited the unusual public buildings, the many churches, and the admirable school houses, while no less convincing evidence is afforded by the stores and business buildings, by the well kept streets and by the dwellings of such differing sizes and varying importance. The due impression is unescapable and the impression is confirmed or strengthened by the official report of the Board of Assessors. The assessed valuation as of May 1st, 1908, amounted to nearly one hundred and one million dollars—on personal estate \$34,812,600, on real estate \$65,954,200. That the growth of the town in prosperity has been continuous as well as gratifying, is shown by the



The Riverdale Casino on Francis Street.



The Pierce Grammar, one of the Modern School Buildings.



The First Presbyterian Church, Brookline.

comparative figures representing the valuation so steadily advancing during a long period. In the seventeen years ending in 1908, the valuation doubled.

The situation of Brookline and the easy and certain communication afforded by the steam and electric railways, permit its residents to command so far as they choose, the facilities, the conveniences and the amusements of Boston or, for that matter and so far as they are otherwise able, of the world. Yet in Brookline itself are presented the conveniences which tend to promote the comfort of living while the well introduced and well administered public utilities have further power

to render residential existence satisfactory.

Water is made generally available by the extensive supply system of the town. This water of excellent quality for all household purposes and of undoubted purity, as ascertained by proper tests, comes from wells driven near the course of the Charles where this river flows along the dividing line between Boston and Dedham. Carefully taken through proper conduits to covered reservoirs and thence to the distributing pipes, the water from wells to individual meter and faucet is protected from any contamination. Of the two pumping stations, one is on Newton



Hotel Beaconsfield and a little of Regent Circle.



A View along Beach Road, Brookline.



Park Street, another Avenue of Pleasant Homes.



Brandon Hall, one of the Family Hotels in Brookline.

Street and one at West Roxbury and together these delivered over one thousand millions of gallons during the twelve months ending with January of 1909. The low service reservoir with its cement roof is on Fisher Hill; the high service reservoir, also covered, is on Single Tree Hill. Of main and service pipes there are nearly eighty-seven miles. In the town there are over one hundred water cart feeders, several drinking fountains and six hundred and fifty-six fire hydrants.

The fire department is efficiently manned by many permanent men and by others on call. An automobile is provided for the chief, and there is an automobile chemical and hose combination while the apparatus drawn by horses consists of two steamers, five combination chemical

and hose wagons, three hose wagons and two hook and ladder trucks, while chemical extinguishers as well as other suitable equipment are carried. The stations including the new and imposing structure at Village Square, are so located as to permit the shortest possible lapse of time between the alarm and the beginning of protective activities at any menaced point.

The satisfactory sanitary condition of the town is fostered by the ample system of sewers which protects all of the more thickly settled parts of the town and from which in turn, the sewerage is taken by Metropolitan and State Trunk Sewers. Under the direction of the Superintendent of Streets and Sewers, the streets are watered or otherwise treated for the prevention



Stores and Business Buildings, Harvard Square.



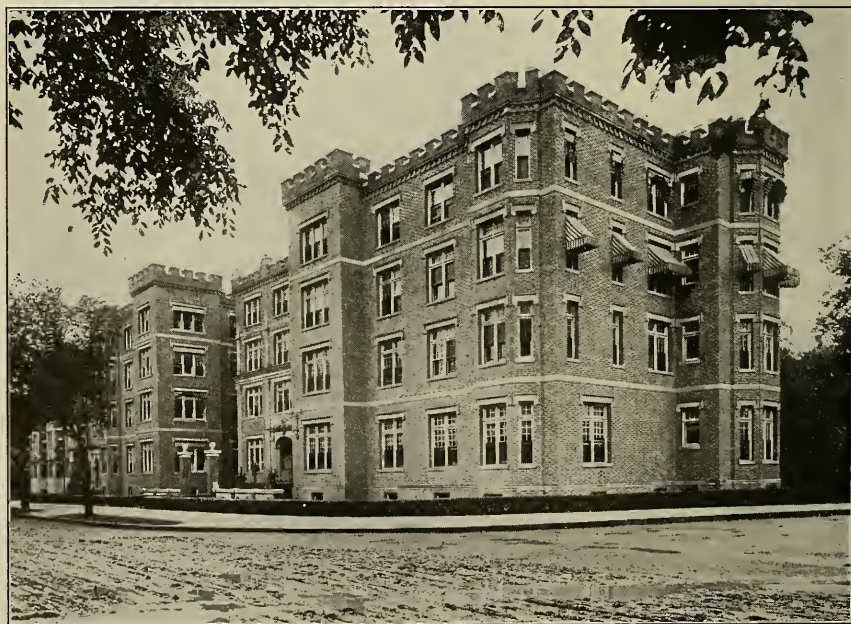
St. Mark's Methodist Episcopal Church.



Residences on Francis Street, Brookline.



The Baptist Church at Bacon and Park Streets



One of the Larger Apartment Hotels in Brookline.



Surroundings of the Brookline Covered Reservoir on Fisher's Hill.

of annoying dust, ashes and refuse collected; snow removed and the highways and sidewalks properly maintained. The Board of Health successfully combats the spread of infectious or contagious diseases, and is keenly alert in the enforcement of measures to preserve the public health. Under its charge a hospital is maintained on Newton Street, which not only helps sufferers from contagious diseases to recovery, but so far protects the town.

In Brookline, as in any other community, public order must depend upon the will and the ways and manners of the residents and this town with its high ethical stands needs no protective army of policemen. The force here maintained, however, is ample for the

restraint of the few needing restraint; for the protection of life and property so little menaced here, and for the preservation of peace and orderliness. The town is lacking in saloons. In the Court House near the Town Hall, sessions of the Municipal Court of Brookline are held daily and once a month a session of the Norfolk County Probate Court.

At Village Square and on the adjacent thoroughfares; at Coolidge Corner, which takes its name from a store conducted by members of the Coolidge family fifty years or so ago, and at various other points stores are maintained in which may be met the usual requirements of the residents. Banking facilities are afforded by the Brookline National Bank, by the Brookline Sav-

ings Bank and by the Brookline Co-operative Bank. Two weekly newspapers giving the local news are published in Brookline. Manufacturing industries are represented by the Holtzer-Cabot Electric Company, makers of many kinds of electrical goods, and here long ago established and by E. S. Ritchie & Sons, makers of compasses and instruments. Gas for illumination and cooking is supplied by the Boston Consolidated Gas Company. In part the streets are lighted by gas and to some small extent by naphtha lamps.

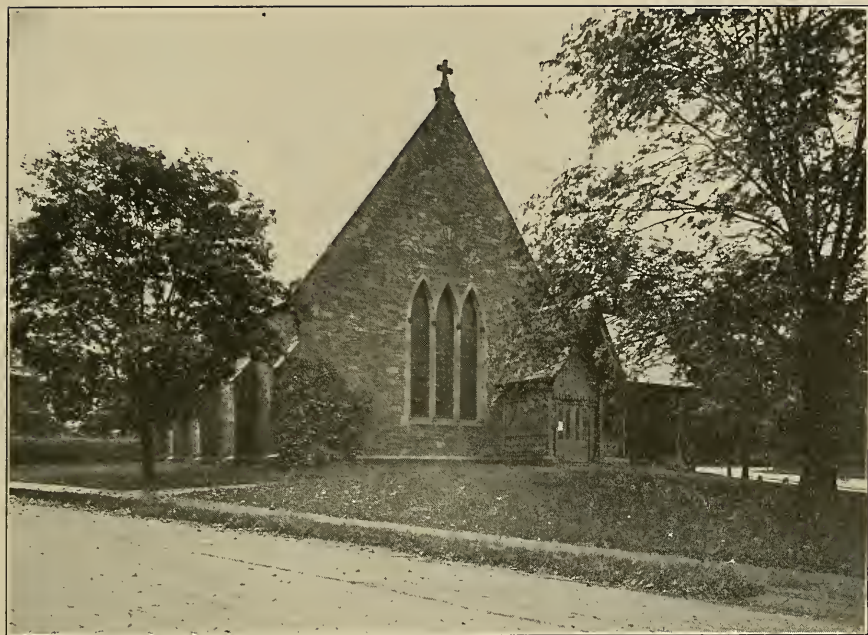
In other part the streets of Brookline are lighted by electricity by The Edison Electric Illuminating

Company. This Company also furnishes electricity for the illumination of residential or commercial structures, as well as for power, at its standard rates as established throughout the thirty-three cities and towns it supplies with the electric current. The service of the Company is continuous during every hour of every day in the year.

Unusual provision has been made in Brookline to promote the welfare of its youth. There are ninety-six public schools as reported by the State Board of Education including the High School with a large building devoted to Manual Training and Domestic Arts in which is carried on important edu-



The Episcopal Church of Our Saviour, in the Longwood District.



Swedenborgian Church of the New Jerusalem.



The Civic Center of Brookline in Older Days.



The Present Edifice of the Leyden Congregational Church.



Dwellings on Beacon Street, Brookline.



Stores at Coolidge Corner with Building of the Universalist Church in the Distance.

cational work. In all these schools a high educational standard is maintained in all the various grades, and the pupils are helped not only to gain knowledge but to acquire the clarity of intellectual vision and the power to exercise good judgment so essential to their own progress and the future good of society. There are sixteen commodious school buildings properly reported to "conform to very high standards of heat, light, ventilation and attractiveness." Medical inspection is provided and continual care exercised to give the pupils sound bodies as well as cultivated minds. Some fourteen playgrounds have been provided, and the most important of these is that at Cypress Street, while the largest at Newton and Hammond Streets

has been left in a nearly natural state pending the growth of neighborhood needs for its development. Facing the Cypress Street playground are the large buildings of the Municipal Bath House and the Gymnasium in which swimming is taught and athletic exercises encouraged under proper direction.

In 1857 the Public Library was established when Brookline, about the first of towns in the Commonwealth to do so, acted under the statute authorizing cities and towns to raise and appropriate money for library purposes. The library at first occupied a single room in the then Town Hall; but in the fifty-two years of its existence the collection has increased until it comprises about seventy thousand volumes. That the library



St. Lawrence's Roman Catholic Church, Boylston Street.

is closely interwoven with the neighborhood life is shown by the use made of the reading rooms and the circulation of 164,573 volumes in 1908. The building more recently occupied by the library and erected in 1867 has been outgrown and is soon to be replaced by an imposing structure of modern design and equipment.

It will be remembered that in the early days of the Colony and for many years after the creation of the State the church and the local government were so closely associated that the Meeting House was a town institution. The first house of worship in Brookline was constructed in 1715. This proving inadequate after ninety years was replaced by a second structure erected near by. The First Parish Unitarian Church

is representative of the old organization and its present beautiful edifice at Walnut and Warren Streets is on the site of the second of the Meeting Houses. The Second Unitarian Society has its church in Sewell Avenue. The Baptist Church in Brookline was organized in 1828 and its edifice is on Beacon at Park Street. The Harvard Congregational Society had its beginning in 1844 and at first occupied the building at Washington and School Streets, now used by the Bethany Sunday School Association for its services and meetings. The present imposing edifice of the Society at Harvard and Marion Streets was completed in 1873. The Leyden Congregational Church on Beacon Street is to be replaced by a new and larger struc-

ture for which provision has been made. At the corner of Harvard Street and Linden Place is the large Catholic St. Mary's Church of the Assumption with its important Parochial School and other buildings. St. Lawrence's Roman Catholic Church is on Boylston Street. St. Paul's Episcopal Church, St. Paul and Aspinwall Streets, was erected in 1852. The Episcopal Church of our Saviour at Monmouth corner of Carlton Street, built in memory of Amos Lawrence, was consecrated in 1868. The Episcopal All Saints Church on Beacon Street is undergoing changes which will make it one of the imposing devotional edifices. The First Presbyterian Church is on Prospect Street. St. Mark's Methodist Episcopal Church is a modern and handsome structure at the corner of Park and Vernon

Streets. The Beacon Universalist Church is on Harvard Street near Coolidge Corner and the Swedenborgian Church of the New Jerusalem at the junction of Irving and Allenton Streets. At Longwood stands the Sears Memorial Chapel.

Fraternal organizations are well represented in Brookline by local lodges or branches. Social pleasures are promoted or acquaintance fostered by the active associations connected with the churches and by various clubs or organizations which in some instances also provide opportunity for intellectual or literary pursuit or for organized social or charitable activities. The objects other than social, of the Brookline Historical Society and of the Brookline Educational Society are sufficiently indicated by their names. The Brookline Friendly Society conducts a reading room and



On the Slope of the Hill on Walnut Street.



A Suggestion of the Character of the Houses on Tappan Street.



Building of the Bethany Sunday School Association, formerly the Harvard Congregational Church.



High Service Pumping Station of the Brookline Water Works on Newton Street.

club for boys, for girls and for mothers. The Brookline Gymnasium Athletic Association and the Brookline Swimming Club, supplement the work in the Municipal Bath House and Gymnasium, and help to maintain interest in these important institutions. The Brookline Business Mens' Association advances mutual interests. The upper part of the Town Hall, Whitney Hall, Beacon Hall and Gardner Hall, provide suitable places for meetings, concerts, lectures or large social functions. So also does the hall of the Riverdale Casino, an organization of further social consequence. The Chestnut Hill Golf Club maintains a pleasant golf course. The Brookline Country Club is one of the oldest and most important of similar organizations in America. On Clyde Street this

club has its famous golf links of eighteen holes, its large and well appointed Club House, and here it conducts steeplechases in due season, and other favored sports.

In the early days when perhaps investigation was necessary to ascertain the fact which soon became obvious, due report was made that the soil here was fertile and well wooded. In 1633 farms were established and for many years the territory so far as it was cleared of forest was devoted to farming. In the first years of the nineteenth century, however, homes of more distinctly suburban character were established here and then may be said to have begun the development of Brookline as a pleasant place for the homes in the main of those whose business or professional activities are pursued elsewhere—



Club House of the Brookline Country Club.

the development which makes it so notable a community, unique among towns.

In addition to the advantages now summarized a prospective resident of Brookline doubtless would find a further important attraction in the variety of choice presented as to immediate environment or manner of residence. Whatever the preference as to kind of dwelling or its size, or whatever the intended household expenditure, the later comer would find opportunity to create a home in an ideal location representing wise selection and a home as similar as wished to those enjoyed by established neighbors. There are hotels, several palatial in size and equipment, in which family quarters or non-housekeeping apartments may be secured, while in some of these may be met the requirements of more transient residents. Along some of the pleasant

streets or broad avenues are apartment houses of handsome exteriors and of various sizes presenting their conveniences as adapted to the needs of families, large or small. On the same or other streets are many houses quite urban in appearance, construction and arrangement. In the districts less thickly settled perhaps than others are strikingly handsome residences in large and highly improved grounds duly adding their own to the generally attractive appearance of the town. On pleasant streets near the lines of communication, but where monotony is happily avoided, or on tree-shaded and winding roads, are other handsome dwellings as well as numerous modest homes in which content also is invited to dwell by readily obtainable comfort, by easy command of conveniences and by most unusual beauty of surroundings.

CANTON

THE CANTON NUMBER of a Series devoted to the illustration of certain of the cities and towns adjacent to the City of Boston and the presentation, in brief accompanying text, of some suggestive facts concerning their advantages and development.

PUBLISHED IN BOSTON IN THE FALL OF NINETEEN HUNDRED AND NINE BY

THE EDISON ELECTRIC ILLUMINATING CO.

39 BOYLSTON STREET, BOSTON, MASSACHUSETTS.

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Memorial Hall, Containing the Town Offices.



One of the School Buildings in Canton.

The Town of Canton

THE noted views to be obtained from the summit of the Great Blue Hill are so wide in extent and so pleasing in aspect that they are in themselves more than ample recompense for any expenditure of energy included in the ascent. Of all the different and comprehensive outlooks afforded by the elevation, none excels in interest and varied charm that from the part of the crest within the line of Canton, and over the territory of this favored town. Almost directly below are cultivated fields in the level plain from which the southern slope of the hill rises abruptly. Elsewhere within the view are, to be sure,

other of these fields or meadows, smooth roads, occasional clusters of homes, the roofs of more detached structures, the stacks of industries and the spires of churches. Nevertheless, there are so many lakes to be discerned and so great an area of woodland that in its more striking characteristics the scene must be the same as that which met the eyes of the early settlers of neighboring parts if any of these had the leisure, as they must have had the inclination, to climb the steep acclivity three centuries or so ago.

As a closer approach is made, however, and as the many good and pleasant roads of the town are tra-



The Public Library Building erected in 1901.



An Attractive Residence near Canton Junction.

versed, it is perceived that the localized settlements are larger than they had appeared to be, the attractive dwellings more numerous, that the land which appeared so level from the higher altitude is pleasantly hilly and diversified in surface, and that while the lakes or ponds lose none of their picturesque quality or beauty the wild woodlands assume that due relation to the cultivated or occupied portions which makes them only added attractions in an always pleasing prospect. Moreover, no unusual powers of observation are needed to gain the assurance that here in Canton are presented the conveniences introduced with progress and the utilities essential to comfort and content in an otherwise well ordered and satisfactory residential community.

When the Neponset Indians gave up their lands nearer the mouth of

the river now bearing their name they were removed in 1650 to the territory south of the Blue Hills, then called Ponkapoag, and they were forbidden to sell their lands. For many years therefore, this remained an Indian settlement; but along early in the eighteenth century the white settlers, not to be denied possession of so fair and promising a country, acquired long time leases from the Indians and the building of the first meeting house was begun in 1707. In 1725 the restriction upon sales of land was removed. The territory, however, was nominally granted to the Town of Dorchester in 1637 and this grant was confirmed in 1720 while it was formally conveyed to the English by Chief Wampatuck in about 1666. This and neighboring lands became the Dorchester South Precinct but in 1726 these



The Episcopal Church Opposite Memorial Hall.



A Business Block with Stores and Offices, Canton.



One of Several Pleasant Homes at Canton Corner.



The Universalist Church at Canton.



The Roman Catholic Church at Canton.

were included in the Town of Stoughton then incorporated. The precinct of Stoughtonham was created in 1765; but in 1797 and because the settlements of Stoughton were separated so widely, Canton was made a distinct and duly incorporated town.

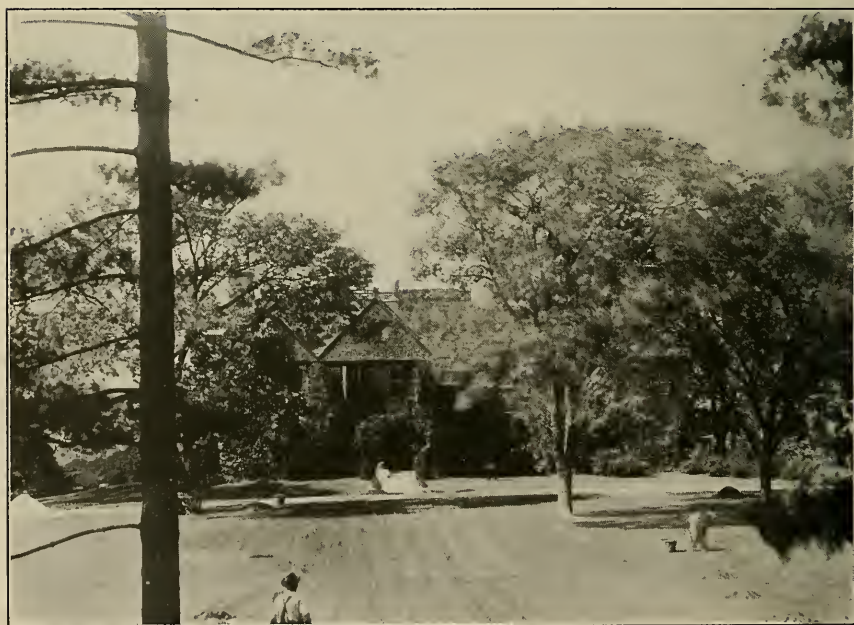
Extending from the morning shadow of the Blue Hills to the line of Stoughton and of Sharon on the south, Canton occupies an area of a little over nineteen square miles in Norfolk County. Its population has grown from about one thousand at the time of its incorporation to about five thousand with one thousand or so legal voters. The assessed valuation for 1909 amounted to a little over four million dollars.

Canton Junction is the most important of the railroad stations within the town and here in addition

to the main line and branch lines there are sidings, freight yards and whatever is necessary to make transportation facilities adequate and excellent. This station is fifteen miles by rail from Boston on the Providence Division of the New York, New Haven and Hartford Railroad. There are seventeen trains daily in each direction and eleven on Sundays. The single fare is thirty cents; five rides cost \$1.25; twelve rides cost \$1.80 and the average running time is thirty-two minutes. On the Old Colony Division which here leaves the other line and beyond Canton Junction are stations at Canton and Springdale. The electric line of the Blue Hill Street Railway Company runs six miles through the main street of the town connecting with the Boston Elevated System at Mattapan, also making connections



The Unitarian Church at Canton Corner.



A Residence in Canton near the Blue Hills.



One of the Dwellings near Ponkapoag.



The Baptist Church and Surroundings, Canton.



Homes Along Washington Street at Ponkapoag.



Some of the Pleasant Homes, Canton Junction.



The Evangelical Congregational Church at Canton.

on the west and south with Norwood, Sharon and Stoughton.

Water of excellent quality is furnished by the town with a metered service. The water comes from wells at Springdale and Henry Springs whence it is pumped to a stand-pipe on High Street while the more than twenty-three miles of main and distributing pipe make the supply generally available. There are nearly two hundred hydrants. An efficient fire department has apparatus in good condition and suitably equipped consisting of three hose wagons, two hook and ladder trucks and one steamer. The police department is amply manned for the protection of life and property, the preservation of order and for checking over-zealous drivers of automobiles tempted by the smooth roads.

The streets of Canton are lighted until one o'clock on other than moonlighted nights under a ten year contract with The Edison Electric Illuminating Company. This Company also furnishes electricity for the illumination of residential and commercial structures, as well as for power, at its standard rates as established throughout the thirty-three cities and towns it supplies with the electric current. The service of the Company is continuous during every hour of every day in the year.

Banking facilities in Canton are afforded by the Canton Institution for Savings, chartered in 1835; by the Neponset National Bank, chartered as the Neponset Bank in 1836 but becoming a National Bank in 1865 and by the Canton Co-operative Bank.



An Indication of the Transportation Facilities, Canton Junction.

There are eighteen public schools including a High School. There are eight school buildings and while under the direction of the school committee of the town and the superintendent a high educational standard is maintained in the different grades, the safety and physical well-being of the pupils are given due and careful attention. Conveniently located and in some measure interesting as representative of societies early organized there are six churches in Canton—Unitarian, Evangelical, Congregational, Roman Catholic, Universalist, Episcopal and Baptist besides a Christian Union Chapel at Pankapoag.

The Public Library was long ago established in Canton and this with its collection of nearly fifteen thousand volumes, occupies a handsome building presented by a public-

spirited citizen and erected in 1901. On an attractive site nearby stands the Memorial Hall, in which are the town offices. This building was dedicated in 1879 and contains a tablet stating that it was "Erected to commemorate the patriotism of the soldiers of Canton who fell in defence of the Union in the War of the Rebellion."

The social or neighborhood pleasures of the town are fostered by the societies connected with the various churches and more particularly, perhaps, by the Women's Auxiliary which, while an association primarily of attendants at the Unitarian Church has others among its members. The more important fraternal organizations have local branches and the Canton Historical Society while it encourages research and literary pleasures is also social in its



Other Stores and Business Buildings, Canton.



Works of the Springdale Finishing Company.



Stove Polish Works of Morse Brothers.



Factory of the Electric Goods Manufacturing Company.

intention. There are opportunities for outdoor recreation afforded by the open spaces, the roads in their picturesque surroundings, the pleasant walks and the many ponds and lakes. Furthermore, there are here over four hundred and seventy acres of the Blue Hill Reservation and more than two hundred and sixty-four acres of the Neponset River Reservation under charge of the Metropolitan Park System with their protected pleasant places. On the pond of the same name are the quarters of the Bolivar Boat Club. The Hoosic-whisic Club has its golf course of nine holes and its tennis courts in the northern part of the town. The club house and golf links of the Wampatuck Country Club are situated on the southern shore of Reservoir Pond.

The scenic beauty of Canton; its convenient situation and the manner

of its development have led quite naturally to the occupation of much of its territory by modern residences with their surroundings. Several large home estates have been established and while these are mainly in the northern districts, at many and various points within the town are attractive looking homes. There are other sites available and quite suitable for homes of whatever character of importance, in true country houses amid spacious and somewhat remote grounds, or in dwellings for all the year use near the lines of communication. Land values are as yet, it may be mentioned, comparatively low.

While the development of Canton as a place of desirable residence has been so notable there has been also proper growth in manufacturing importance. Iron and saw making began in Canton in 1787. In 1801



The Neponset Woolen Mills, Canton.



View from the Grounds of the Wampatuck Country Club.

Paul Revere, of famous memory, with his son started here a foundry for casting copper cannon, bells and other articles. Cotton manufacturing was begun in 1803; thread making in 1821 and silk weaving in 1839. Now, as stated in the latest available State Report on the Statistics of Labor, the value of the goods made in Canton in 1906 was over one and a quarter million dollars. Among the establishments here conducting their operations are the O. Ames & Son, Corporation, branch of the North Easton shovel works; Albenart Company, manual training benches; Asbestos Protected Metal Company; C. C. C. Fire Hose Company; Crow Blacking Company, leather dressing; Draper Brothers Company, paper mill felts and knitted goods; Electric Goods Manufacturing Company; J. H. Hatfield,

artists' colors; Knitted Mattress Company; G. H. Mansfield & Company, silk fish lines and glove cords; J. T. Meadows, cardigan jackets, etc.; Morse Brothers, stove polishes; Neponset Woolen Mills; Springdale Finishing Company; L. R. Wattles & Company, sizing compounds for yarns.

There are available many acres of land near the railroad lines suitable as sites for other manufacturing or business buildings. The freight facilities are excellent and equal to all requirements. The Canton Board of Trade is active in measures tending to promote the prosperity of the town and is ready to give any desired co-operation to manufacturers and to give information as to sites for industrial plants or any available factory buildings or concerning locations for dwellings.

C H E L S E A

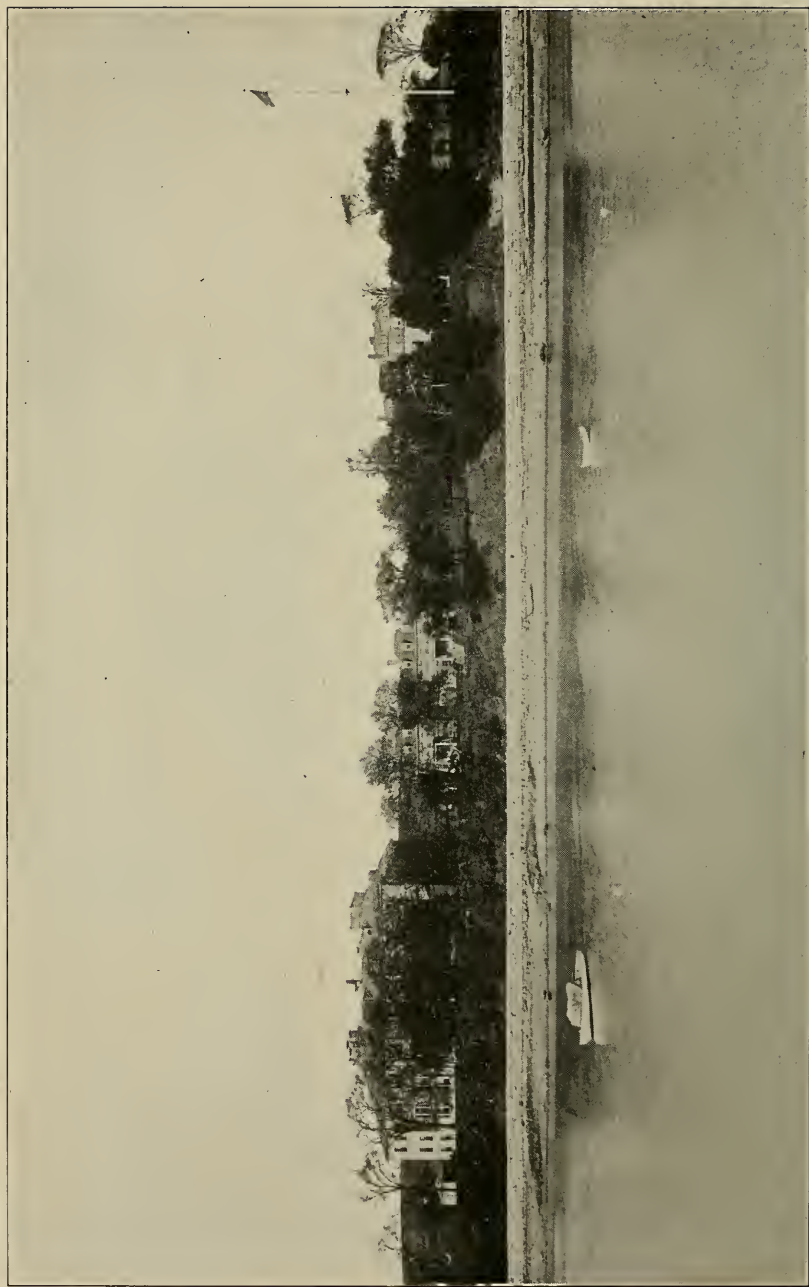
THE CHELSEA NUMBER of a Series devoted to the illustration of certain of the cities and towns adjacent to the City of Boston and the presentation, in brief accompanying text, of some suggestive facts concerning their advantages and development.

PUBLISHED IN BOSTON IN THE FALL OF NINETEEN HUNDRED AND NINE BY

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The United States Naval Hospital and the Government Reservation from the Mystic River.

The City of Chelsea

THE first white settler in the territory called by the Indians Winnisimmet and in due time occupied by the City of Chelsea appears to have been the Samuel Maverick who later became the proprietor of Noddle's Island now known as East Boston. Maverick came to Winnisimmet in 1624 but within a few years he sold the land he had acquired here to Richard Bellingham who came to America in 1634 and later became Governor of the Colony. From its beginning, and for many years Chelsea was a part of Boston, but in 1739 it was

incorporated as a town. In 1841 a part of it to the north became the town, or a portion of the town of Saugus, and in 1846 territory which until then had been included in that of Chelsea was set off to become the towns of Revere and Winthrop. Notwithstanding the loss of so much of its territory and the consequent diminution of its growing population Chelsea became a city of the Commonwealth in 1857. Until within a comparatively recent period the destiny of Chelsea, of its rising hills and pleasant streets, seemed to be that of a suburban



In the Court House are the Offices of the Board of Control and the City Departments.



The New Central Fire Station, Replacing in a New Location the Older One Destroyed April 12th, 1908.

dwelling place for men engaged in business or professional pursuits in Boston, and of their families; but inevitably because of the obvious advantages of the location, manufacturing industries were here established. The growth of Chelsea as an abiding place continued and this was accelerated by the then accompanying and no less remarkable industrial development of the city. In 1905, as ascertained by the census of that year, the population had grown to be over thirty-seven thousand, representing an increase of nearly twenty per cent. in the ten year period then ending.

The legal voters numbered seven thousand, eight hundred and forty-two. The growth of the city was checked, inevitably and for a time, by the notable disaster of April, 1908, and its advance in prosperity

halted as naturally and as temporarily. That Chelsea will know a more rapid growth in the future, and a wider, greater, development is, to be sure, a promise; but the promise has the basis of past achievement and is warranted by the good of the old remaining, by the wonderful progress made in replacing destroyed structures as well as by the location of the city, as admirable as ever, and by its advantages preserved or, indeed, enhanced in value by so much of reconstruction.

Chelsea occupies an area of two and three-tenths square miles in Suffolk County. The city is on almost an island for the Mystic River separates it from Charlestown, otherwise immediately contiguous; curving around from the north to the south the Chelsea River divides



The New Concrete City Stables are Regarded as the Best Buildings Devoted to Such Purposes in the State.



The Shurtleff School, One of the New Educational Buildings in Chelsea.



The High School Building in Chelsea.



The Newly Erected Building of the Chelsea Trust Company.

the city from Revere while the mingled waters of these two rivers flow between Chelsea and East Boston; at the western extremity of the city is Island End River, a long inlet from the Mystic.

The Chelsea station is five miles by rail from Boston on the Eastern Division of the Boston and Maine Railroad. There are twenty-seven passenger trains out from Boston and twenty-five in from Chelsea daily, and on Sundays eighteen in each direction. The single fare is ten cents; ten rides cost seventy cents; twelve eighty-five cents; twenty-five \$1.75, and the average running time is fourteen minutes. Cars on electric railways run from Chelsea to Boston by two routes—one through East Boston and the tunnel to connect with the Boston Elevated System at State

Street; the other across the bridge over the Mystic to Charlestown and to the Scollay Square station in the subway. The electric railways also connect Chelsea with Revere Beach, twenty minutes away; with Lynn; with Everett, Malden, Maplewood, Salem and Marblehead.

The most striking natural feature of the landscape of Chelsea is Powderhorn Hill which attains an altitude of over two hundred feet in the northern part of the city. On the terraced sides of the abruptly rising acclivity, or on its more gentle slopes, are many attractive dwellings. Near the summit is the Chelsea Reservoir and a little removed is the Soldiers' Home established here in 1882 as the result of subscriptions secured by Massachusetts posts of the Grand Army of the Republic but supported in



The Roman Catholic Church of St. Rose, Replacing the Edifice Destroyed on April 12th, 1908.



The Bellingham Methodist Episcopal Church.

part by State appropriations and allowances from the Federal Government. The summit of the hill and the other grounds immediately adjacent have been retained by the city as a park and for playground purposes. The view from this point is extended and most interesting. Far to the north and west are tree-clad mountains or hills with their high crests outlined against the sky. The United States Marine Hospital, first occupied in 1858, tops a hill to the south and west. Below Powderhorn Hill runs along the Revere Beach Parkway of which nearly a mile is within the limits of Chelsea and across the towers of the amusement resorts of Revere may be perceived the rocks and shores of Nahant. To the east and extending to the south are to be seen the high lands of Beachmont and of Winthrop happily here, as it might

seem, together with East Boston, to shield the City from the keener winds from the harbor and the sea. In the wide outlook perhaps the most interesting features are many imposing buildings of the so far reconstructed city and the many dwellings on other elevations or rising above the trees in the unharmed residential sections while the large areas of land near the water courses, so well suited to meet the requirements of manufacturers, forcefully suggest their own future use and proper employment.

At the Chelsea end of the bridge over the Mystic and at the entrance of the City, as it might be termed, are the grounds of the United States Naval Hospital. The first ferry landing in Chelsea was situated here and the left wing of the army commanded by General Washington in 1775 had position at about



The Rebuilt Armory is the Headquarters of Battery H, First Regiment of Coast Artillery, M. V. M.



The United States Marine Hospital, Standing Here Since 1858.



Home of the Review Club, an Important Social Organization.



Congress Hall, One of the Business Buildings of the New Chelsea.



The Horace Memorial Baptist Church, Chelsea.

this point; but the main historical facts are recorded on a tablet set in the wall surrounding the United States reservation. This reservation comprises an area of one hundred and twenty-five acres. The Naval Hospital was erected in 1833, but considerably enlarged in 1865.

Sunday, the twelfth of April, 1908, was a beautiful day of cloudless skies holding in its morning hours no promise of other than good for Chelsea, but along toward eleven of the forenoon a fire started which, in the strong wind then prevailing, no possible efforts could check until it had burned over an area comprising two hundred and eighty-seven acres, and containing over seventeen miles of streets. Several of the public buildings, the principal schools, many of the churches and numerous dwellings—in all twenty-eight hundred and

thirty-six structures—were destroyed. The estimated loss amounted to seventeen million dollars, covered by insurance of between eight and nine million dollars. About sixteen thousand people lost their homes and the depreciation in the assessable valuation of the city was approximately five and one-half million dollars. The disaster was indeed appalling. For those losing relatives or friends in the calamity there can be no compensation save as this has been contributed by kindly memory. To others unable to regain their material losses the fire must have seemed, and to seem still, an evil unmixed with good. From the detached and more impersonal point of view, however, and without any lack of appreciation of the awful cost there may be perceived a large measure of benefit to the city at



The New Williams School Building.



Some of the Stores facing Chelsea Square.

large. Many structures which in natural course would have continued to serve their purpose to least advantage, or which would have endured through an old age preceding decay and deferred removal, have been replaced by buildings modern in plan and arrangement, sometimes imposing in size and often beautiful in design. Moreover, the fire, or rather, the quick and undaunted efforts made to restore and improve conditions served as an important example of right-spirited citizenship and as an exhibition, no less valuable, of determination and capacity to triumph over adversity.

It will be remembered that on the third of June following the fire and in pursuance of an act of the legislature the acting governor appointed a Board of Control to assume direction of the city and its in-

terests until the inhabitants shall resume management through their elected officers in 1913. Under the charge of this Board and the continued city departments the work of restoration has proceeded with remarkable celerity. The energy and ability displayed by the members of the Board in leading or directing efforts to make Chelsea a safer, sightlier city than before, and in conserving and advancing the interests of the community have met with deserved approbation just as, doubtless, these will be regarded with increasing gratitude in the future.

The population of Chelsea is now estimated to number thirty thousand embracing about forty-three hundred legal voters. There has been a recovery already of about three-fifths of the loss in valuation as a result of the fire and the as-



Homes on County Road, Chelsea.



The First Baptist Church, Replacing in a New Location an Old Edifice.



A Few of the Attractive Dwellings on Harvard Street, Chelsea.



Homes Facing the Revere Beach Parkway as it runs through Chelsea.



The First Congregational Church on County Road, Chelsea.



The Cary Avenue Methodist Episcopal Church, Chelsea.

sessed valuation, as for 1909, amounts to a little over twenty-four million dollars.

Water of excellent quality and thoroughly adequate in quantity to meet all public needs and to supply the demands of every inhabitant is furnished throughout Chelsea. The unfailing source of supply is the Metropolitan system but the local water works and the distributing system are owned by the City of Chelsea. Gravity gives the required pressure. There is a reservoir on Powderhorn Hill. There are forty miles or more of mains and over thirty-four miles of service pipes; three hundred and thirty-two public and private hydrants and sixty-six hundred service taps in use. Even the abnormal demands caused by the fire were met by the water supply and the system worked well.

The city is well protected by sewers and while some of these have independent outlets others are in turn connected with Metropolitan trunk sewers. Even the sewer system in the burned over district is in practical and good working order. Gas for illumination and cooking is furnished by the Chelsea Gas Light Company. The streets of Chelsea are lighted in part by gas and to a very small extent by naphtha mantle lights.

In other parts the streets of Chelsea are lighted by electricity all of every night by The Edison Electric Illuminating Company. This Company also furnishes electricity for the illumination of residential or commercial structures, as well as for power, at its standard rates as established throughout the thirty-three cities and towns it supplies with the electric current. The



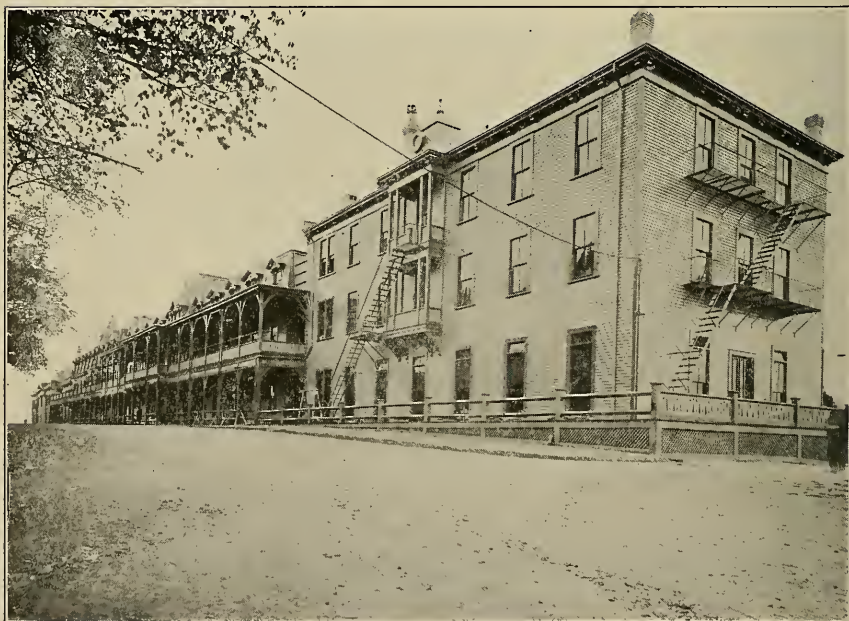
The New Building of the Chelsea Savings Bank.



The Newly Constructed and Convenient House of Fire Engine Number Five.



St Luke's Episcopal Church, One of the Few Churches in Chelsea Antedating April 12th, 1908.



A Part of the Soldiers' Home, high on Powderhorn Hill.

service of the Company is continuous during every hour of every day in the year.

The fire department is very properly regarded as efficient and able to cope with any emergency to be expected. The apparatus consists of four steam fire engines with one in reserve, four hose wagons, two ladder trucks, one chemical engine, and one combination chemical and hose wagon, all suitably equipped. Two of the stations of the seven companies, into which the force is divided, are new and represent the most modern ideas of proper arrangement, while all are so situated as to permit quick response in case of alarm. The police department is well directed and suitably manned for the performance of its important duties in the prevention of crime and the preservation of order.

The residents of Chelsea are enabled by the proximity of Boston, and by the ease and rapidity of communication, to make such use as they choose of all the conveniences and facilities of the larger city; but they are not dependent upon them. On the main thoroughfares of Chelsea are important business structures, many now imposing, and there are numerous stores equipped and stocked to supply household and personal needs. Professional services are readily obtainable. Local banking facilities are afforded by the Chelsea Trust Company, the Chelsea Savings Bank, the County Savings Bank and the Provident Co-operative Bank. One daily and three weekly newspapers publish the news and comment of interest to the citizens. The post office is known as Station H of the Boston postal district.



Some of the Residences along Gardner Street, Chelsea.



Business Buildings on Broadway and Newly Opened Cross Street.

While the city already enjoys full carrier service the Federal government is to erect a new post office building at a cost of \$125,000.00, as appropriated.

The Rufus S. Frost Hospital now occupies a newly erected building of brick and concrete on Mt. Bellingham and where stood formerly the home of the donor to the city of the first hospital bearing his name. The new structure, one hundred and sixty by sixty-seven feet and with accommodations for seventy patients, is a marked advance over the old building on Shawmut street, which was destroyed in the fire and is in itself a striking example of the improved conditions in the new Chelsea.

The Public Library was established in 1868, but when the Hon. Eustace C. Fitz gave a building in 1885 the library was named in his

honor. This building and its contents were burned. The large collection of volumes was lost, save as some of the books were in circulation and in the homes of readers. Fifty-seven thousand five hundred dollars were contributed by Mr. Andrew Carnegie for a new and suitable structure and this has been erected. A sum of twenty thousand dollars was available from the insurance on the old library and this has been appropriated for the purchase of books while the city is to expend at least five thousand dollars a year for the maintenance of the library.

There are eight public school buildings, including the High School and several of these are altogether new duly representing the latest development in the construction and arrangement of educational buildings. In the High



The Spencer Avenue School Building, Chelsea.



The Church of the Christian Scientists, Chelsea.



The New Polish Roman Catholic Church, Replacing an Older Wooden Edifice.



One of the New Business Buildings at Bellingham Square, Chelsea.

School day and night sessions are held and in all the schools the proper standard is maintained while due care of the physical well being of the pupils is exercised.

Notwithstanding the fact that so many church edifices were burned there are now in the city the following churches: two Baptist, one Episcopal, three Roman Catholic, one Congregational, two Methodist Episcopal, one Advent and one Christian Scientist in addition to several synagogues, while the First Universalist, the Central Congregational and the African Methodist Episcopal churches are in process of construction.

Within the limits of Chelsea there are over twenty-one acres of the Revere Beach Reservation and nearly a mile of the Revere Beach Parkway. The city maintains Union Park, Washington Park and

the Winnisimmet Parkway, as well as the Everett Avenue playground with its base-ball and foot-ball field and running track, the East Side and West Side playgrounds, while the summit of Powderhorn Hill with its remarkable outlook is to be an improved pleasure place. In addition to the opportunities for outdoor recreation thus afforded various organizations further the pleasant social life of the city. Fraternal organizations are well represented by local branches; the Order of Elks has an important lodge and the quarters are so equipped as to serve the purposes of a social club. The Masonic Temple is nearly completed. The Young Men's Christian Association is to resume its useful work in an adequate building soon to be completed. The Chelsea Woman's Club is active and important. The Review Club is an



Works of the Magee Furnace Company, Chelsea.



Factory of United Indigo and Chemical Company, Ltd., on Broadway, Chelsea.

important social organization. The Mendelssohn Club is one of the leading vocal organizations of the State and its concerts, often with soloists from elsewhere, are occasions of consequence and of musical importance.

A large theater has been constructed for moving picture exhibitions and vaudeville. Places for meetings, lectures, or large social functions are provided by Grand Army Hall, Congress Hall and Low Hall. The State Armory may be used for similar purposes upon occasion and in the new Williams School building is a hall with seats for eleven hundred.

The latest published State Report on the Statistics of Labor indicate the remarkable development of manufacturing industry in Chelsea and states that in 1906 the capital devoted to production in the city

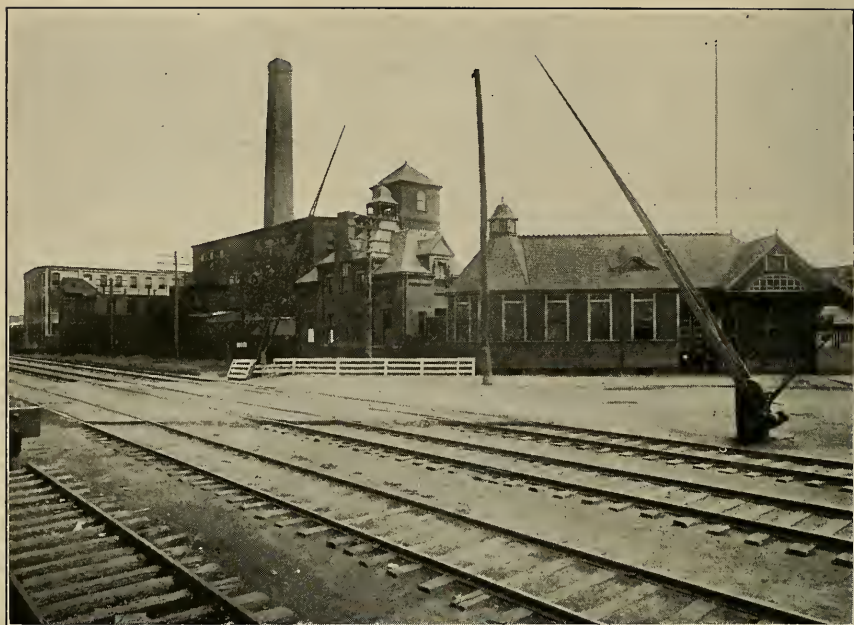
amounted to \$6,491,563.00; that \$2,538,272.00 were paid to an average number of 4,718 wage earners employed and that the value of the goods made in Chelsea in that year, 1906, amounted to \$16,159,779.00. These latter figures represented an increase of nearly nine per cent over 1905 and inasmuch as manufacturing suffered little interruption because of the fire there is no doubt that a new official statement, were this now available, would show a further and continued increase. Among the manufacturers conducting their operations in Chelsea are Atwood & McManus, boxes; Bartels, Thelen & Company, shoes; Bay State Improved Box Company; Boston Blacking Company; Boston Filter Company; Boston Gore & Web Manufacturing Company, elastic goods; Boston Whiting Company; Samuel Cabot, chemi-



Elastic Goods Factory of T. Martin & Brother Manufacturing Company.



Wall Paper Works of Thomas Strahan & Company.



Part of the Large Plant of the Revere Rubber Company.



Shoe Factory of A. G. Walton & Company.



A Little of the Box Factory of Atwood & McManus, Chelsea.

cals; W. T. Cardy & Sons Company, boxes; Chadbourne & Moore, goring; Chelsea Clock Company; Forbes Lithograph Manufacturing Company; Griffin Car Wheel Company; Lovewell-Henrici Laundry Machinery Company; Lynch Brothers, carriages; Magee Furnace Company; T. Martin & Brother Manufacturing Company, elastic goods; Lyman M. Miller, varnishes; Wm. J. Murdock & Company, electrical supplies; Parry Brick Company; Parsons Manufacturing Company, boxes; Revere Rubber Company; Sawyer Crystal Blue Company; W. A. Snow & Company, stable fittings; J. W. Stickney & Company, whiting; Thomas Strahan & Company, wall papers; United Indigo and Chemical Company, Ltd.; Walker Brothers, bleachings and extract; A. G. Walton & Company, shoes.

Doubtless in the inevitable and further industrial development of Chelsea, the large extent of its available water front will be found the factor of most consequence. The streams which encompass so much of the city, deepened and improved, are readily adaptable to the requirements of a most important commercial city. The yet unoccupied lands adjoining these streams are no less readily adaptable as sites for warehouses and as suitable places for wharves and docks and all the appurtenances of a great commerce. Already some of these streams are utilized to bring economically to existing docks of the city supplies for its manufacturers or for the exportation of their products.

The freight facilities afforded by the Boston and Maine Railroad, and by the Boston and Albany,



Works of the Forbes Lithograph Manufacturing Company.

which also runs its freight tracks here are adequate and satisfactory. The docks of various steamship lines are near. The land available as sites for manufacturing plants or commercial buildings has not attained exorbitant values. In the city itself or in territory close by abundant labor, skilled or unskilled, may be obtained. Manufacturers seeking locations will find that in Chelsea their operations may be conducted with convenience and

economy while the Chelsea Manufacturers' Association and the Board of Control will be ready and willing at all times to lend all desired and possible co-operation. Inquiries as to suitable locations for industrial buildings or for dwellings and requests for information regarding the many and notable advantages of Chelsea may be addressed to the Board of Control with expectation of full and early response.



D E D H A M

THE DEDHAM NUMBER of a Series devoted to the illustration of certain of the cities and towns adjacent to the City of Boston and the presentation, in brief accompanying text, of some suggestive facts concerning their advantages and development.

PUBLISHED IN BOSTON IN THE FALL OF NINETEEN HUNDRED AND NINE BY

THE EDISON ELECTRIC ILLUMINATING CO.

39 BOYLSTON STREET, BOSTON, MASSACHUSETTS.

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The Railroad Station at Dedham.



The Public Library, Dedham.

The Town of Dedham

IT may well be regarded as fortunate by those wisely preferring life in the suburban territory adjacent to Boston that within the scope of their possible and reasonable choice of locality is Dedham with its particular and numerous advantages. In Dedham may be found full opportunity to profit by the quiet, the fresh air, the freedom and the wide spaces denied to dwellers in restricted city streets, while the conveniences properly deemed so essential to comfortable living are quite easily within command. Moreover, it is easily accessible, and while all the charm of the country may be enjoyed in

Dedham, and while here also may be obtained the various benefits of open-air life, the distance between Dedham and Boston is covered in a comparatively brief period of time and the short journey is made in comfort.

The county seat of Norfolk County, Dedham is situated eleven miles southwest of Boston on the Boston Division of the New York, New Haven and Hartford Railroad, and over this line there are twenty-seven trains daily out from Boston and twenty-five in from Dedham. On Sundays there are sixteen trains in each direction running at hourly



Two of many pleasant residences on High Street, near Lowder.



Building of the Historical Society, Dedham.

intervals. The single fare is twenty cents, while five rides cost seventy-five cents, twelve \$1.35 and twenty-five \$2.50. The usual running time is thirty-two minutes. By another division of the same railroad the distance between Dedham and Boston is twelve miles and over this, via Readville, the running time is thirty-four minutes and there are fourteen trains out from Boston daily and sixteen in from Dedham, while on Sundays there are nine in each direction. The accessibility of Dedham is further promoted by the electric railways which connect it with Hyde Park, Milton and Boston; with Westwood, Medfield and Franklin and with Norwood and Walpole. The cars run at convenient intervals.

One of the earliest settled of New England towns and incorporated in 1636, a very extended territory was

comprised within the limits of Dedham in the older days; but as the population increased at various centers, and as new and additional meeting houses were erected, new towns were incorporated and their lands set off from those of Dedham. Now the area of the town is six square miles. It has a population of nearly eight thousand, while those entitled to vote number about nineteen hundred. The assessed valuation of the town amounts to over \$12,600,000.

The important public buildings of Norfolk County add interest to the streets of the town, otherwise distinguished for the beauty of their surroundings and for the manner in which they are maintained. Throughout all the town, indeed, the roads are attractive and picturesque, with surfaces well adapted to meet the requirements of those driv-



The Ames School Building, Dedham.



In Memorial Hall are the Town Offices.

ing, or traveling by automobile, and to increase their pleasure.

Memorial Hall, in which the officials of the town have their quarters, was erected "To commemorate the patriotism and fidelity of her sons who fell in defense of the Union," as well as to serve its useful purposes. Nearby is the building of the Historical Society in which is a library rich in town histories and early records, and in which, besides the usual meetings of the Society, are given lectures of value and interest. The picturesque building of

the Public Library, erected by the Dedham Library Association and presented to the town is not far removed. Here, there is a large and suitable collection of books available both for reference and circulation, while branches of the Library are maintained at East Dedham and at Oakdale.

In the immediate neighborhood of these buildings devoted to public, or semi-public, use is the fine structure in which are located the offices of the Dedham National Bank and of the long-established and important

Dedham Institution for Savings, while on the upper floors are the pleasant and wellearned rooms of the Fisher Ames Club, a social organization of consequence. At East Dedham is the Dedham Co-operative Bank.

In the large Greenleaf Building near the center are the post office and several stores and in these, as well as in the many other stores conveniently located at Oakdale and East Dedham as well as at Dedham, the usual and ordinary needs of every-day life may be supplied without trouble. Water is furnished by the Dedham Water Company. The water is of excellent



The Congregational Church, Dedham.

quality and it comes principally from a spring, but this source of supply is supplemented by driven wells. The water has been well introduced, and the adequate distributing system makes it available generally throughout the town.

Gas for illuminating and cooking purposes is supplied by the Dedham and Hyde Park Gas Co.

A weekly newspaper gives the interesting local news and comment.

The police force is thoroughly adequate to protect person and property.

The Fire Department also renders satisfactory service and is thoroughly efficient with apparatus consisting of one steam engine, one hook and ladder truck, four hose wagons, and one combination chemical and ladder truck. On the various pieces of apparatus, together with necessary other equipment, chemical extinguishers are carried while the water supply and the many hydrants assure a proper quantity for emergency.

The streets of Dedham are lighted by electricity on other than moonlighted nights under a ten year contract with The Edison Electric Illuminating Company. This Company also furnishes electricity for the illumination of residential and commercial structures, as well as for power, at its standard rates as established throughout the thirty-three cities and towns it supplies with the electric current. The service of the Company is continuous every hour during every day of the year.

The educational facilities to be found at Dedham are excellent and



St. Paul's Episcopal Church, Dedham.

adequate. The public schools number forty, including the high school, and throughout all of the various grades a high standard is maintained. Altogether within the limits of the town there are seven school buildings, and while these are admirably arranged and equipped to serve their purposes, some are notably fine in appearance and quite worthy of the beautiful streets they further adorn.

The needs of the residents, and of visitors at Dedham, for places of worship are met by the several conveniently located churches. The



Norfolk County Court House, Dedham.



In the Greenleaf Building are stores and offices, as well as the Post Office.



Norfolk County Registry of Deeds, Dedham.



Two of the Banks of Dedham have their offices on the first floor;
rooms of the Fisher Ames Club above.



The Dedham Boat Club Houses on the Charles River.

list of church edifices includes the First Parish Unitarian, the First Congregational, St. Paul's Episcopal, St. Mary's Roman Catholic, the Baptist Churches and those of the Methodist and Episcopal churches at Oakdale.

It will be found, moreover, that at Dedham due provision has been made to give proper opportunity for recreative games or the athletic exercises which have such power to increase the pleasures of youth and to promote health and well-being. The very successful Dedham Boat Club has its boat house on Charles River at the Ames Street Bridge, with an upper river place where the members may find added means of enjoyment. The Charles River affords a suitable place for the canoeing to which the Club is devoted mainly, and in which its members

excel. The Norfolk Golf Club maintains a course of nine holes, and while its grounds are just over the line in Westwood, it should be regarded as an institution of Dedham, whence mainly its membership comes. The Norfolk Country Club also has a golf course as well a handsome club house. The Dedham Tennis Club with its grounds and several courts on Glen Ridge Road, has a large and active membership. Stone Park serves well as a pleasant play ground and in it is a cinder track for running as well as places for baseball, football and other games. On Mother Brook and on the Charles River, where the one runs into the other, the town maintains a public bath house and swimming place. Dedham Commons should be looked upon as a further attraction—an old training



The Unitarian Church and surroundings, Dedham.



The Methodist Church at Oakdale, (Dedham.)



Some of the residences on High Street near Dedham Commons.



Home of the Norfolk Country Club, Dedham.



The Roman Catholic Church, Dedham.



Works of the Cochrane Manufacturing Company, East Dedham.



The Episcopal Church at Oakdale, (Dedham.)

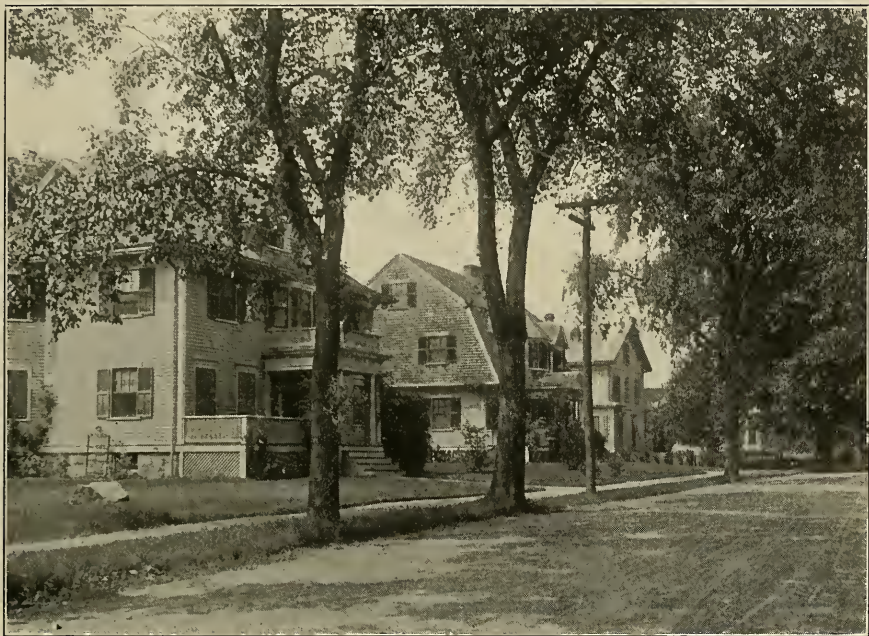
field owned by the State but in charge of the town. At Karlstein polo games or tournaments are played during most of the Summer months, and the owner of the estate on which is the field, Mr. Samuel D. Warren, makes the public welcome as spectators. The attendance is usually large as well as interested.

No less to be considered among the attractions of Dedham are the several handsome residences, standing in spacious grounds, which have been erected at various points within the town. The number of these has been increased notably during recent years. The numerous dwellings, smaller but still of varying size and character, on the many pleasant and tree-lined residence streets are further indications of the approval with which Dedham is re-

garded as a place of comfortable and appropriate residence. There has been, also, a large increase in the number of these during a comparatively recent period; but suitable locations are readily available for the establishment of other homes, whether they are to be imposing or quite modest in size and appointments, and whatever may be the intended expenditure for their maintenance.

The most important manufacturing establishment of Dedham is that of The Cochrane Manufacturing Company, important, growing and prosperous manufacturers of carpets and prints. In the mills of this Company at East Dedham work is given to many people.

Other business men, newly locating or intending removal, would find at Dedham several acres near the



Court Street is one of several pleasant residence streets.



Factory formerly occupied by Merchants' Woolen Co. and E. D. Thayer, East Dedham.



The Polo Games at Karlstein attract and please many visitors.

railroad, suitable for the sites of manufacturing or commercial buildings. The freight facilities, afforded by the already mentioned railroads, with their five stations within the town, are excellent, while Boston is the billing point. The managers of any industrial enterprise contemplating locating here will find the town disposed to be quite reason-

ably liberal, and inquiries as to this, or as to any of the advantages of Dedham either as a place of residence or as a location for manufacturing or business enterprises, will receive prompt response if addressed to any of the officials of the town, or to the Dedham Business Men's Association and Board of Trade.



D O V E R

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The Town Hall and a little of the Adjoining Common.



One of the Larger Residences, Dover.

The Town of Dover

THE Town of Dover occupies an area of fourteen and one-half square miles of high and hilly country in the western part of Norfolk County, some fifteen miles or so southwest of Boston and about six miles west of Dedham, the county seat. Dover may be said to have had its beginning as a community when it became the Fourth Precinct of Dedham along in the early years after its settlement by white people, and its earlier and Colonial and Revolutionary history is a part of that of the older town. Soon after the close of the War of the Revolution, however, or in 1784,

Dover was incorporated and the completion of its hundred and twenty-fifth year of separate existence was celebrated recently with due and fitting ceremonies.

Practically all of Dover lies on its hills, but among these are many interspersing broad meadows and fertile level fields, while further diversity is given the landscape by the frequent bits of woodland and by the occasional water courses flowing from never-failing springs. Along the north and northeast of the town and there dividing its territory from that of the neighboring towns of Westwood and Natick, runs the



The Unitarian Church.



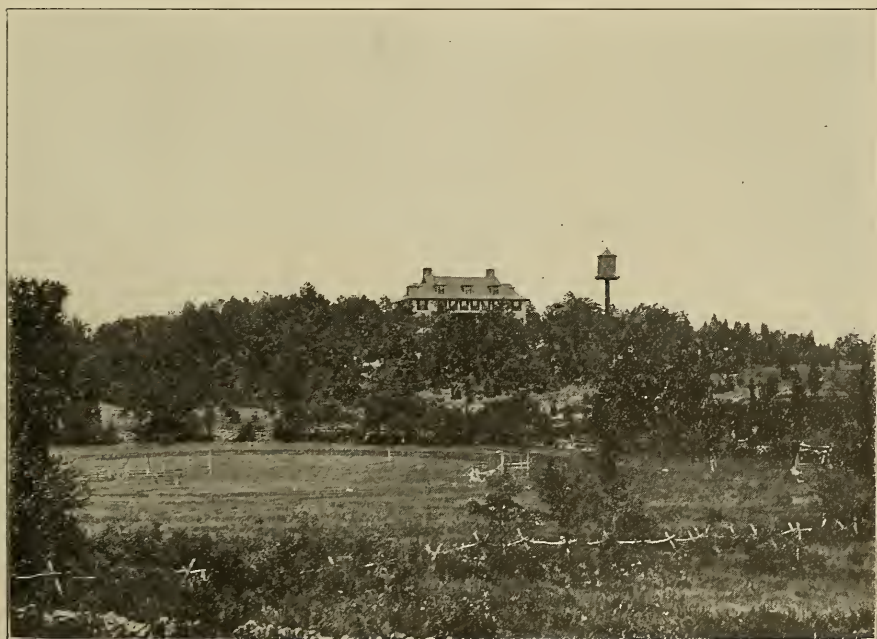
Two of the Attractive Homes.



The Congregational Church, Dover.



A Dwelling Recently Erected in Dover.



House and Part of the Grounds, Norfolk Hunt Club.



One of the Village Stores.

Charles River on its way from its source near Hopkinton to the harbor and the sea. Another part of the dividing line between Dover and Natick is marked by the ridge of high hills named in general Pegan Hill after an Indian family of note once living on the Natick side of the hill. From this elevation, rising about four hundred feet above tide water, the Bunker Hill monument may be discerned on clear days to the northeast and Wachusett and Monadnock Mountains away to the northwest. The diversified country intervening is also comprised within the view from Pegan Hill, and no less charming, but less extended views are to be obtained from the other hills.

The territory of Dover is devoted in part to farming, and now quite naturally in other parts to large residences with spacious grounds, but at

the village and contiguous to the railroad are stores which are able to contribute to the convenience of the residents by supplying ordinary and every day wants from varied carried stock or upon order. Here also, while the town benefits by rural delivery, is the post office for the receipt and despatch of mails daily. Nearby is the Town Hall and in the immediate neighborhood are the two church edifices—those of the Congregational and Unitarian Societies.

Dover is a station on the Providence Division of the New York, New Haven and Hartford Railroad. Over this there are eight trains daily in each direction between Dover and Boston and five each way on Sundays. The single fare is thirty cents while fifty rides cost \$10.00. The usual running time is only thirty-two minutes.

The population of the town is about six hundred and fifty and those entitled to vote number approximately one hundred and fifty. The assessors' valuation in 1908 amounted to a little less than one million four hundred thousand dollars. Educational facilities are afforded by six public schools including the high school. There are four school buildings and one of these, the Sanger School, alongside the Town Hall and the Common, is an attractive and appropriate structure, named in honor of the Rev. Ralph Sanger, who becoming minister in 1812 remained in charge in Dover for nearly half a century. It was due to his efforts moreover, that the Public Library was early organized. This library now occupies a part of the Town Hall.

The streets of Dover are lighted at night by electricity by The Edison Electric Illuminating Company. This Company also furnishes electricity for the illumination of dwellings and business buildings, as well as for power for household or farming purposes, at its standard rates as established throughout the thirty-three cities and towns it supplies with the electric current. The service of the Company is continuous during every hour of every day in the year.

The gravel roads which traverse the town in many directions are so admirably maintained and have such picturesque surroundings and afford such pleasant outlooks that they may be regarded as important among the attractions of Dover. The Charles River gives opportunity for fishing



The Sanger School Building, Dover.



House of the Pokanoket Club in Western Part of Dover.

and there are several trout streams in which the sport may be pursued successfully. The Norfolk Hunt Club has its club house, stables and kennels in Dover and its seasonable hunts not only give pleasure to the members but are regarded with liking and approval by the farmers over whose acres these pass. In the western part of the town is the Club House of the Pokanoket Club surrounded by its grounds of over one hundred acres with tennis courts and ball field and so on. While some members make here their permanent home the Club has quite naturally attracted other and a considerable outside membership.

During recent years there have been erected in Dover several important dwellings and there can be no doubt that the establishment will follow of other home estates or summer residences. Several localities for these are yet available and presenting the same advantages of a fine climate, quiet rural charm and surroundings of scenic beauty together with unusual opportunities for out of door recreation. At the same time there are in Dover many appropriate sites for the building of less expensive houses removed from the noisy and restricted city streets, but yet within convenient traveling distance of Boston with its business interests.

FRAMINGHAM

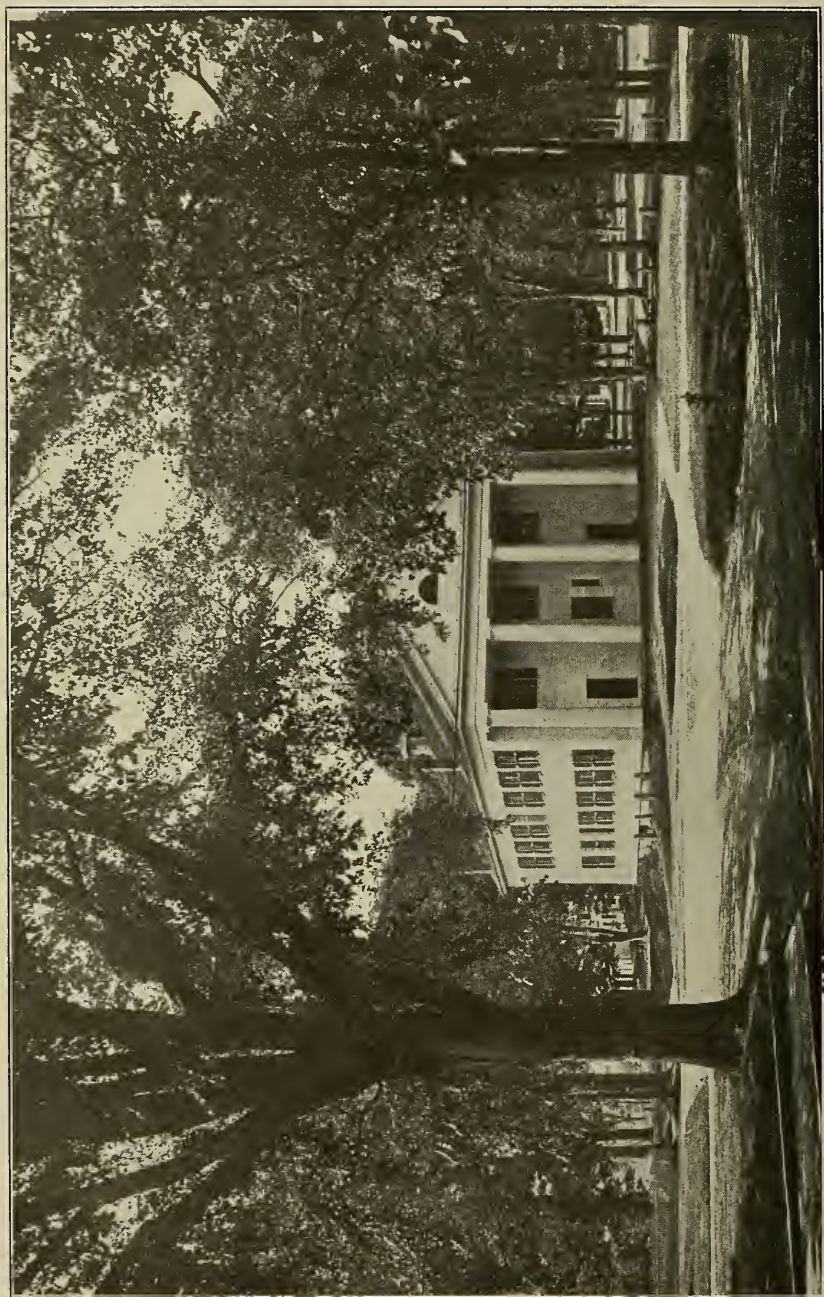
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The Town Hall Facing the Common, Framingham Center.

The Town of Framingham

THE territory comprised within the limits of the present Town of Framingham was settled so long ago as a little before the middle of the Seventeenth Century and throughout the years of Colonial struggle its comparatively few inhabitants shared the dangers which assailed the people of all New England settlements and endured similar trials. They shared no less in the triumphs which accompanied the long continued effort to create the nation. Several old landmarks or structures of interest exist as present reminders of earlier troubles while the Minute Man monument at

Framingham Center commemorates the sacrifices of men of Framingham in the War of the Revolution, as the Memorial Library and the Soldiers' Monument perpetuate the memory of those who fell in the later conflict.

The town was incorporated June 25th, 1700, when the population amounted to three hundred and fifty. The growth since then has been steady and continuous until now when the population amounts to approximately fourteen thousand, while those entitled to vote number about three thousand, and the station at South Framingham is the center



The New High School Building, South Framingham.



The Public Library and Soldiers' Monument, Framingham Center.

of a circle of ten miles radius having a population of one hundred thousand. While the population of Framingham has thus increased there has been a no less marked growth in its prosperity. There is abundant evidence of this prosperity in the many handsome or comfortable appearing homes erected on various streets of the town, in the activity in the busy thoroughfares where the stores and business buildings are located, and in the many important manufacturing establishments occupying appropriate buildings while it is attested by the assessed valuation amounting to a little over eleven millions dollars.

Situated in Middlesex County, twenty-one miles west of Boston, Framingham occupies an area of twenty-five and four-tenths square miles. South Framingham began to

assume commercial importance even before the days of the railroad, when it was a stopping point of consequence on the turnpike between Boston and Worcester. The construction of the highway uniting these two important cities, was completed in 1810 and the railroad followed twenty-five years or so later. Now, South Framingham is on the main line of the Boston and Albany Railroad. Over this road there are thirty-three trains daily out from Boston and thirty-four in from South Framingham while on Sundays there are fourteen in each direction.

The single fare is forty-five cents; a ticket for one month costs \$11.00; for three months \$22.00, and the stated average running time is forty-two minutes. From South Framingham a branch road runs to Milford while another branch of the same railroad connects Saxonville,



Homes at Corner Franklin and Proctor Streets, South Framingham.



Grace Congregational Church, South Framingham.



The Framingham Hospital, South Framingham.



The State Armory, South Framingham.

another settlement in the town, with Boston. Moreover, South Framingham is a station on the Taunton Division of the New York, New Haven and Hartford Railroad with trains running between Lowell and Taunton and stopping at intermediate stations as well as between South Framingham and Fitchburg. Thus it will be seen that the railroad facilities are of altogether satisfactory character. Electric railways provide communication between South Framingham and the other settlements within the town, Framingham Center and Saxonville. Cars

on electric railways also run at convenient intervals to Holliston, Milford and Hopedale and on to Woonsocket and Providence; to Marlboro, Hudson and Northboro and to Worcester; to Boston and Worcester; to Ashland, Hopkinton and Westboro; to Natick, Wellesley, Newton and so again to Boston.

As so important a railroad center and for other good reasons Framingham has unusual advantages for the profitable operation of commercial or manufacturing industries; but furthermore the railroad facilities, together with certain natural ad-



The Roman Catholic Church, South Framingham.

vantages and added conveniences, make it highly desirable as a place in which to live. There has been indeed, a notable development of Framingham as a residential location. This has included the erection of numerous dwellings of varying character and while some of them have been of quite modest appearance several large home estates have been established at various chosen points—these latter more particularly, perhaps, at and near Framingham Center one of the pleasantest of New England villages. Here charming views are presented



The Baptist Church, Framingham Center.



The Presbyterian Church, South Framingham.

as elsewhere and from the many other more elevated portions of the territory of Framingham.

Along the northern portion of the town there is a range of hills affording extended and pleasing views. Several of the lakes more or less distinct and called in general Lake Cochituate lie within the

ment of the pleasing country by those driving or traveling by automobiles while, no less, they make intercommunication the more convenient.

Besides the natural advantages of high ground and diversified topography, in Framingham are presented the conveniences which increase the



The Episcopal Church, Framingham Center.

town. These, while being a part of the Metropolitan Water System, add their share of beauty to Framingham with their protected and picturesque shore lines. Lake Wauashakum, quite near South Framingham, is another beautiful sheet of water on which the Wauashakum Canoe Club has its quarters. Numerous other lakes and ponds afford opportunity for seasonable sports and add variety to the landscape. One hundred and fifteen miles of streets and good gravel roads in the town permit full enjoy-

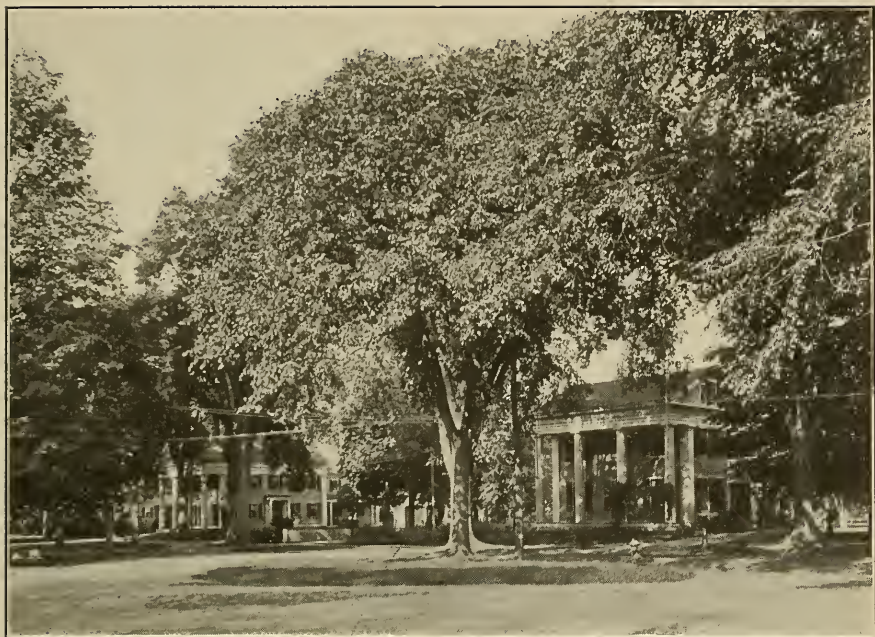
ment of life or facilitate the conduct of business. There are many stores in which needed supplies may be obtained. One daily and two weekly newspapers print local and other news and provide interesting comment. A District Court holds its sessions here. The town enjoys, besides regular letter carrier service, rural mail delivery, while the post offices are busy and convenient places and the mail facilities altogether commendable. Letters, for instance, for the south and west may be mailed as late as a few minutes be-



The Unitarian Church, Framingham Center.



Two of Several Pleasant Residences on Union Avenue, South Framingham.



Homes on Elm Street, Framingham Center.



The Congregational Church, Framingham Center.

fore midnight. Gas for lighting and cooking is furnished by the Framingham Gas Fuel and Power Company. Banking facilities are afforded by the Framingham National Bank, a well established institution transacting a large annual aggregate of business; the Farmers and Mechanics' Savings Bank; the Framingham Co-operative Bank, and the newly established Framingham Trust Company.

The educational opportunities are afforded by fifty-three public schools including one High School, as reported by the State Board of Education. There are fifteen well constructed and arranged and properly equipped school buildings, beside some smaller district school buildings yet in use. The High School building is a costly and commodious structure distinctly modern in plan and construction, erected within a

few years. In the schools a high standard is maintained and in the manner in which provision is made for the intellectual progress and the physical well-being of the pupils these schools of Framingham share worthily the admirable reputation borne by the schools of Massachusetts.

The Framingham Country Club at Framingham Center with its golf course of nine holes, its tennis courts, croquet grounds and well appointed club house; the Waushakum Canoe Club; the public play ground on Concord Street, owned by the town, and the many lakes and ponds and open spaces present opportunities for out-door recreation. The Middlesex Club is a social organization composed largely of the business men. The Board of Trade composed of many of the more important business men is active in



Some of the Business Buildings and Stores, South Framingham.



The State Normal School, Framingham Center.

furthering the commercial interests of the town and active also, in its own way, is the Framingham Village Improvement Association, while the South Framingham Industrial Association is a business man's association for mutual betterment. The Boys' Club, fostered by the Board of Trade, fulfills a very useful purpose. Boston is so near that its facilities are at the command of residents of Framingham and while evening diversion may be sought there conveniently there are two theatres in South Framingham. The Princess Theatre presents moving pictures and at the Gorman Theatre moving pictures are sometimes shown and sometimes plays enacted by traveling companies. The needs of travelers are met by the Kendall House, the Hotel Winthrop and the Old Colony Hotel at South Framingham and by the

Central House at Framingham Center.

The streets of Framingham are lighted by electricity until twelve-thirty on other than moonlight nights by The Edison Electric Illuminating Company. This Company also furnishes electricity for the illumination of residential and commercial structures, as well as for power, at its standard rates as established throughout the thirty-three cities and towns it supplies with electric current. The service of the Company is continuous every hour during every day of the year.

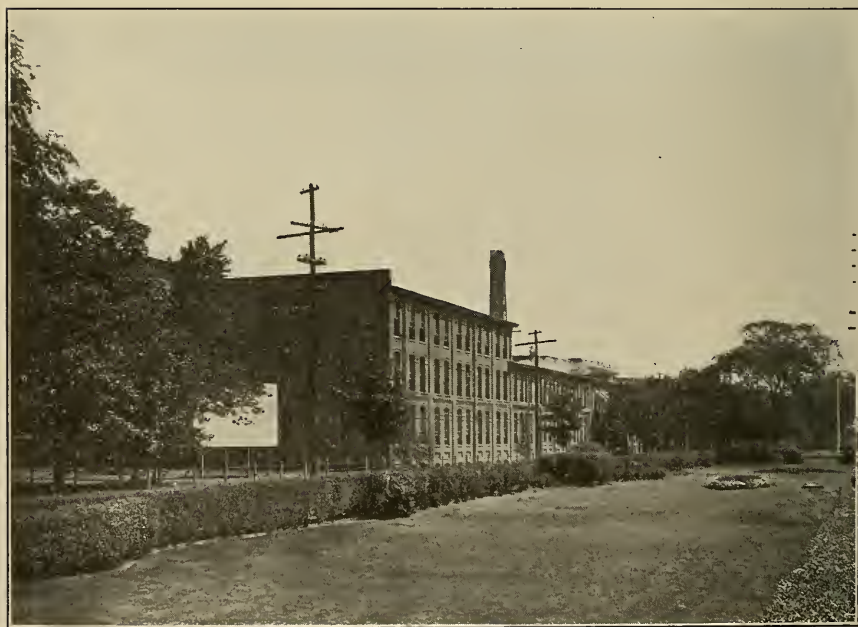
The public water supply is of excellent quality and plentiful in quantity and supply. The water comes partly from Farm Pond and partly from the Metropolitan-Sudbury River Supply. The pumping station, the stand-pipe for high pressure ser-

vice and the distributing system, all owned by the town, assure an always satisfactory amount of water in any of the three villages. The police force adequately protects person and property. The fire department is notably efficient and the horse-drawn apparatus consists of one steam engine, one combination chemical and hose wagon, one hook and ladder truck and one hose wagon at South Framingham; one steam engine, one combination chemical and hose wagon and one hose wagon at Framingham Center; one steam engine, one combination chemical and hose wagon and one hose wagon at Saxonville. The various pieces of apparatus carry chemical extinguishers and other proper equipment while the water supply is always sufficient.

The method adopted for the removal and disposal of sewage in

Framingham accords with modern practice and has attracted the attention and approval of those expert in solving a problem important and sometimes difficult in all communities. The town is well protected by sewers and the sewage is carried through proper conduits to a point two miles or so northeast of South Framingham and there it is pumped electrically to filter beds on which corn and other crops are planted at due seasons. The liquid sewage, passing through these beds is drained away, while the soil is fertilized and enriched. The sewage is thus not only removed as it must be in every populous community, but it is made to perform a beneficent purpose.

The State Muster Field on Concord Street and the State Armory may be regarded as additional attractions of Framingham. The State



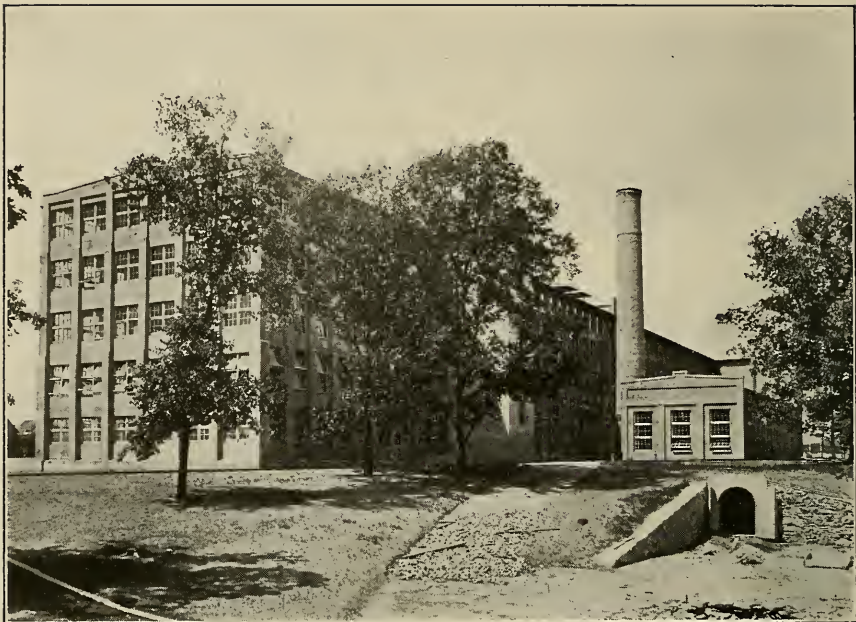
Part of the Works of the Dennison Manufacturing Company.



Twombly Block and Other Business Buildings.



Manson and Concord Business Blocks, South Framingham.



New Factory of the Framingham Shoe Company.



Works of A. M. Eames & Company, South Framingham.



Plant of the Robb-Mumford Boiler Company, South Framingham.

Normal School was removed to Framingham Center from West Newton in 1853. The buildings are handsome and the surrounding grounds well laid out and attractive. The Framingham Hospital and Training School for Nurses constitute an institution of great merit and value. The hospital was incorporated in 1890. A gift of \$5,000 from the heirs of Adolphus Merriam was partly used in the purchase of land for a building to replace the house at first rented. Subsequently, in 1897, there were additional contributions and the present finely equipped building erected. The Public Library with its handsome building at Framingham Center contains a large number of volumes as well as newspapers and periodicals. In a suitable location are the grounds of a Chautauqua Assembly. Here,

noted public men often deliver lectures and addresses while other exercises of interest are held. While of timely merit and interest the proceedings may be regarded as reminders of the time when Framingham was widely known as the scene of open-air debates and political or other speeches. Important public meetings in anti-slavery and other agitations of consequence were often held in certain fields of South Framingham now occupied by dwellings.

The churches of Framingham are situated conveniently and both as edifices and in location they meet the requirement of members and the congregations. At South Framingham are Baptist, Episcopal, Congregational, Universalist, Methodist Episcopal, Presbyterian and Roman Catholic Churches, while here also is a Roman Catholic mission for Ital-

ians; at Framingham Center are Baptist, Episcopal, Roman Catholic, Congregational and Unitarian Churches; at Saxonville are Roman Catholic, Congregational and Methodist Episcopal Churches.

The manufacturing industries of Framingham are at once evidence, and a cause, of its growth and prosperity. The Dennison Manufacturing Company, known the world over as makers of tags, boxes, special papers and many novelties has here its large plant occupying many acres and giving employment to three or four thousand operators. At South Framingham also are the plants of the Robb-Mumford Boiler Company; the Minard Liniment Company; the Framingham Chair Company; A. M. Eames & Company, makers of wheels for automobiles and other vehicles; Auburn Last Company and

Turner Last Company, manufacturers of lasts; James F. Curran, maker of rattan chairs; Young and Holbourn, straw and felt hats; Rickaby Rubber Company; Fiber Products Company; Manufacturers Equipment and Engineering Company, makers of porcelain lined tubs and sinks and related articles. At Saxonville are the important Saxonville Mills where yarns and worsted goods are made.

The value of goods made in Framingham in 1906, as stated in the latest available "Annual Report of the Statistics of Labor" amounted to \$6,280,534.00, while for the same year \$1,514,919.00 were paid in wages to an average number of 3172 wage earners employed.

Near the railroads there are one hundred or so acres of land suitable for the erection of manufacturing or



Works of Minard's Liniment Manufacturing Company.



The Methodist Episcopal Church at Saxonville (Framingham.)



The Saxonville Mills at Saxonville.



Pumping Station of the Sewer System, Framingham.

business buildings. The excellent transportation facilities available have been indicated already but it may be added that the arrangements for the receipt and shipment of freight are entirely adequate to meet any demands and that goods shipped to New York, for instance, as late as four P. M. of one day will be so ready for delivery that they may be displayed by nine of the next morning. About a thousand work people could be secured in the town or in the territory made so accessible by the various railroads. The

owners or managers of almost any kind of manufacturing or commercial enterprises and seeking new locations or intending removal would find the officials of the town ready to give detailed information concerning sites for manufacturing buildings, or for dwellings, and disposed to be liberal in making such arrangements as are within their power. The Board of Trade and other mentioned associations of business men also would be glad to extend any desirable co-operation.



HOLLISTON

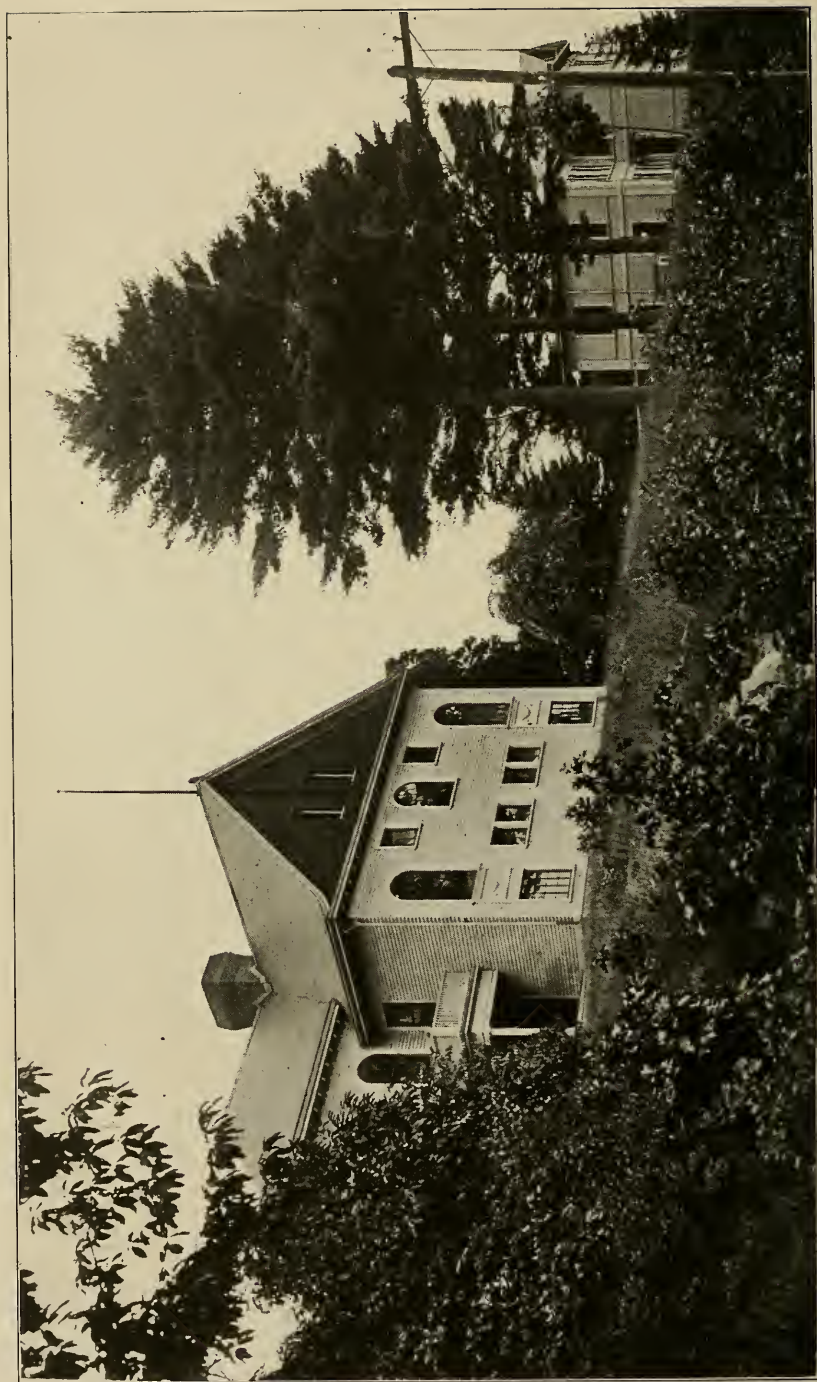
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The Walker (High) and Cutler School Buildings on Mount Hollis.

The Town of Holliston.

VERY pleasantly situated on high ground in Middlesex County, Holliston is twenty-eight miles by rail southwest of Boston and five miles or so south of South Framingham. Within the limits of the town there are four stations on the Milford Branch of the Boston and Albany Railroad—at Holliston, East Holliston, Braggville and Metcalf. Over this road there are eleven trains daily in each direction between Holliston and Boston, while on Sundays there is one each way. The usual running time is a little less than one hour and the fare is fifty-eight cents. To South Framingham cars run over an electric

railway at convenient intervals and thus the more extended railroad facilities and the conveniences of the larger settlement are within command of the residents of Holliston. Electric railways not only connect Holliston with South Framingham but thence by way of Natick as well as by the other route with Boston. Electric railways also connect Holliston with Milford, Hopedale and Mendon and Uxbridge and by way of Milford with Woonsocket and Providence, as well also with Medway and so on to Dedham.

Formerly a part of the Town of Stoughton, but incorporated December 3rd, 1724, Holliston now has a



One of the Larger Residences.



Some of the Stores and Business Buildings.



A few of the Homes on Washington Street.



Other Stores and Business Buildings, Holliston.

population of nearly twenty-seven hundred, while these entitled to vote are a little over six hundred and fifty in number. The assessed valuation for 1908 amounted to something over one and one-half million dollars. Within its area of nineteen and four-tenths square miles are comprised many diverse natural features and scenes of rural beauty.

Lake Winthrop, one of the most charming of the smaller lakes of New England, not only adds in important manner to the natural beauty of Holliston but containing many pickerel, brown tail trout and some bass, it affords unusual opportunity for good fishing as well as for boating, swimming and for skating in due season. The woodlands, the broad meadows and cultivated fields and the numerous trees, some old and stately and well protected but

all handsome, should be considered as among the features which make Holliston so attractive. From the higher elevations extended and charming views of the surrounding country are to be obtained. The Lakē Winthrop Canoe Club and the Jasper Hill Golf Club provide opportunity for open-air recreation.

Conveniently located, various stores are stocked and equipped to meet the necessary and ordinary requirements of residents. Drinking water is supplied by the Holliston Water Company. This water coming from freely flowing springs and from wells is of excellent quality, while the pumping station and the distributing system assure an always adequate and generally available supply. The stand pipe on Mount Hollis is sufficiently elevated to secure a pressure which will propel a stream



The Congregational Church, Holliston.



St. Mary's Roman Catholic Church and Parochial Residence.



The Methodist Episcopal Church, Holliston.



The Baptist Church and Public Library.

over the highest spire in the town. The hydrant service helps the efficient fire department to render protection, while the fire apparatus consists of one steam engine, one hook and ladder truck and three hose wagons, all carrying chemical extinguishers and other equipment.

The streets of Holliston are lighted by electricity until twelve-thirty o'clock on other than moonlighted nights under a five year contract with The Edison Electric Illuminating Company. This Company also furnishes electricity for the illumination of residential and commercial structures, as well as for power, at its standard rates as established throughout the thirty-three cities and towns it supplies with the electric current. The service of the Company is continuous every hour during every day in the year.

There is one Savings Bank at Holliston while other banking facilities are obtainable at nearby South Framingham. There are thirteen public schools including one high school and these find adequate accommodation in five school houses, two of which are represented in the accompanying illustrations—the Walker (High School) and the Cutler School, of late construction and modern design. Ranged along Washington Street are four church edifices, the Congregational, the Baptist, the Methodist and St. Mary's Roman Catholic with its adjoining Parochial Residence. The Public Library, with its many volumes and its reading room, is contained in a Carnegie building of recent construction.

The manufacture of boots and shoes was an important industry in



Works of the Holliston Water Company.



The Town Hall and Soldiers' Monument.



A House on Washington Street, Holliston.



A Handsome Residence on Washington Street.

Holliston in years now past and the aggregate value of the annual output was considerable; but as the older owners, or managers, died or retired, and as new methods of factory practice were adopted or machinery introduced, this industry here languished. Similar advantages as of old are now obtainable in Holliston, however, and now the large shoe manufacturing establishment of Arthur A. Williams is here located. This, started in Holliston within a comparatively recent period, gives employment to many people.

The Darling Woolen Manufacturing Company is an important establishment located in Holliston, also giving work to many operatives. The Shawmut Wax Paper Company conducts its operations in Holliston and so do S. Wilder Company, makers of copper pumps known the

world over for their excellence and reliability. Among the present industries of Holliston should be mentioned that of the Eastern Nursery Company, growers of shrubs and ornamental plants and trees.

There are available in the town several hundred acres of land suitable as sites for the plants of manufacturing or business enterprises near the line of the Boston and Albany Railroad. The four stations within the town increase the convenience with which may be employed the otherwise adequate railroad facilities for the receipt and shipment of freight, and Boston is the billing point. Such industries as the manufacture of shoes, straw, cotton or woolen goods, furniture, nails or harness would find their requirements well met in Holliston, while approximately one thousand persons could



Works of the Arthur A. Williams Shoe Company.



The Darling Woolen Mills, Holliston.



The Station of the Boston and Albany Railroad, Holliston.

be obtained to work the entire year.

In this community largely devoted to farming, fruits and vegetables are grown in such quantities, and of such quality, that a canning factory would find its necessary material close at hand. Furthermore, sand suitable for building purposes is found in large quantities and there is some peat, as well as a limited amount of lumber.

Inquiries concerning suitable locations for factories, or sites for dwellings, will be answered promptly if addressed to the Chairman of the Board of Selectmen, or information given as to any readily available and adaptable factory building.

Accommodations for Summer boarders are provided at the Draper Mansion and at various farm houses. On the high shores of Lake Win-

throp are several locations on any of which might be erected a summer hotel to advantage. The suitability of the situation, the entertainment afforded by the lake, the abounding beautiful views and the dry and bracing air of Holliston, would go far to assure success.

Along the shores of the lake, and elsewhere throughout the town, indeed, are many locations well adapted for the establishment of residences, important in appointment and surroundings, and similar in character to the many others already existing whose owners have found attraction in the advantages of the town. At the same time there are plenty of opportunities for the erection or acquisition of comfortable and convenient houses adapted to meet the requirements of people of whatever means.

HOPKINTON

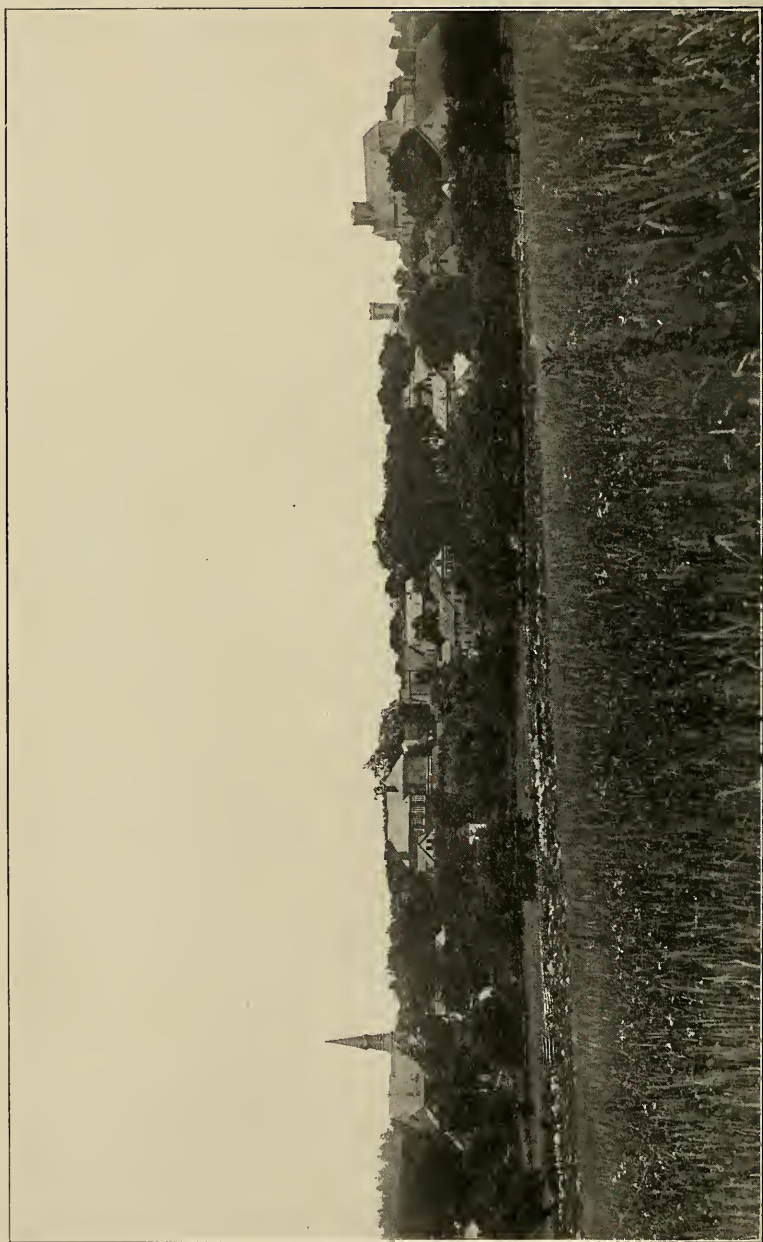
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A General View of Hopkinton Center.

The Town of Hopkinton

HIGH in the hills of the extreme Southwestern part of Middlesex County, the Town of Hopkinton is situated, twenty-seven miles west of Boston. The town was incorporated in 1715 and it now has an area comprising twenty-seven and two-tenths square miles. The population is approximately twenty-six hundred, and those entitled to vote number about seven hundred and fifty. The assessed valuation amounts to nearly \$1,600,000.

Hopkinton is on the Franklin and Ashland Branch, Midland Division, of the New York, New Haven and Hartford Railroad. The most convenient way to reach Hopkinton or

to travel from it to Boston is by way of South Framingham with its extended connections and frequent trains. Hopkinton is not only connected with South Framingham by electric railways but with Ashland, with Natick and with Milford and Westboro. The cars on these railways run at convenient intervals.

The land in which the town is situated is very high, possessing in appreciable measure the characteristics of moderately mountainous districts. Thus, the air is dry and invigorating and the natural drainage is of unusual excellence, while the views from all the somewhat higher



Lake Whitehall within the Town of Hopkinton.



The Public Library at Hopkinton.



The High School Building.



The Town Hall at Hopkinton.

elevations are wide in extent and noticeable for their beauty. Some of these views are to be obtained from near the center; some from other points within the limits of the town, many from the cars on the electric railways, and others from the roads which traverse all the country and which are, also, otherwise inviting for driving, whether for pleasure or on business, and for motoring.

Much of the territory of Hopkinton is devoted to farming, and in several of the farm houses summer board may be obtained, while other summer residents may find accommodation at the hotels or boarding houses nearer the center. Many attractive and pleasant looking homes now stand on the tree lined streets of the town, some quite recently erected and some of older date. Suitable sites for new dwellings

on remarkably attractive residence streets are readily obtainable.

The principal sources of the Blackstone, the Sudbury and the Charles River are here among the hills of this high country. The beautiful Echo Lake gives opportunity for fishing and boating, and while Lake Whitehall, also very beautiful and within the limits of the town, is a reserve reservoir of the Metropolitan Water System, boating is permitted on its pleasant waters. These bodies of water and all the water courses are attractions of no little consequence. Near Lake Whitehall, and at Woodville, is the house once well known as the Reservoir House, now become the Whitehall Country Club. Here the restaurant, and the other features and surroundings, are attractive to motorists and to those traveling for



The First Congregational Church.



The Methodist Church at Hopkinton.



Saint John's Roman Catholic Church.



The Episcopal Church, Hopkinton.

recreation by other conveyances. Unquestionably, the natural advantages of the town are great enough to make it a very desirable place of continuous or of summer residence; but to these have been added various conveniences or necessary facilities. At the center are several business buildings and stores equipped and stocked to serve well the needs of the residents and more transient guests. The Hopkinton National Bank and the Hopkinton Savings Bank here transact business and perform usual banking services. Educational opportunities are given by thirteen public schools, including the High School. These schools, altogether creditable in character, have suitable quarters in seven different school buildings. Public worship is conducted in five churches. The Congregational, Methodist and

Episcopal Churches near the center, and the Baptist Church at Woodville, are conveniently located. St. John's Roman Catholic Church, also near the center, is a noble and imposing edifice of stone, displaying size and architectural features that would make it noteworthy in any city of whatever size. It is said to be the finest ecclesiastical edifice between Boston and Providence.

The Public Library is a very attractive and well-arranged building, containing a very useful and satisfactory collection. Water, of fine quality and utmost purity, is supplied by the town. This, secured from driven wells of great depth—one being one hundred and nineteen feet deep, descending through many feet of rock as well as through other formations—is pumped into a stand-pipe for high service. The arrange-



St. John's Parochial Residence.



A part of Hayden Row Street, Hopkinton.



The Baptist Church at Woodville (Hopkinton.)



One of the Business Buildings at the Center.

ments for the further distribution are adequate and the water is available generally throughout the town while the supply is plentiful.

The streets are lighted by electricity until twelve-thirty o'clock except on moonlighted nights, under a ten year contract with The Edison Electric Illuminating Company. This Company also furnishes electricity for the illumination of residential and commercial structures, as well as for power, at its standard rates as established throughout the thirty-three cities and towns it supplies with the electric current. The service of the Company is continuous every hour during every day of the year.

The same considerations and advantages which are so certain to lead to the further development of Hopkinton as a place in which to

live should lead, also, to an increase in the number of its industrial enterprises. Already there are several of these here including the following: the Hermina Silk Mills, conducting large and important operations; Andrew Fyrberg & Sons Manufacturing Company, Inc., for several years makers in Hopkinton of guns and revolvers; Williams & Bridges Company, makers of boxes, and the L. E. Coolidge Company, at Woodville, manufacturers of vehicles. In the western part of the town, Norcross Brothers have a large granite quarry.

Managers of industrial enterprises intending removal or seeking location for new plants, will find that in Hopkinton their requirements will be met in satisfactory manner. Near the line of the railroad are hundreds of acres of land available



The Hermina Silk Mills, Hopkinton.



Fire Arms Factory of Andrew Fyrberg & Sons Company.



Carriage Factory and the Reservoir House at Woodville (Hopkinton.)

and altogether suitable for the erection of buildings of any desired size. In the town two hundred or more persons could be secured to work the entire year. If other operatives were brought their needs could be supplied well, their surroundings would be healthful and the conveniences here found would enable them to live in comfort and reasonable content. Possibly, because of the fact that important boot and shoe factories existed here formerly, similar establishments should be regarded as particularly suited to the town. For that matter, however, almost any kind of manufacturing enterprise would find its convenience and economy of operation here promoted. In the immediate surroundings, large quantities of fruits and vegetables are raised and a canning factory here established would be

able to obtain the necessary natural material of superior quality and sufficient quantity. Indeed, the more the matter is considered, the more will good reasons be apparent for the establishment here of such an enterprise.

The facilities for the shipment of manufactured goods, or for bringing from other points required material or supplies are adequate, and Boston is the billing point.

Inquiries as to any special arrangements to be made by the town, or as to sites available for the erection of either business buildings or dwellings will be answered promptly if addressed to the Chairman of the Board of Selectmen. Information will be given also upon request concerning any factory buildings obtainable, ready to be occupied or readily adaptable.

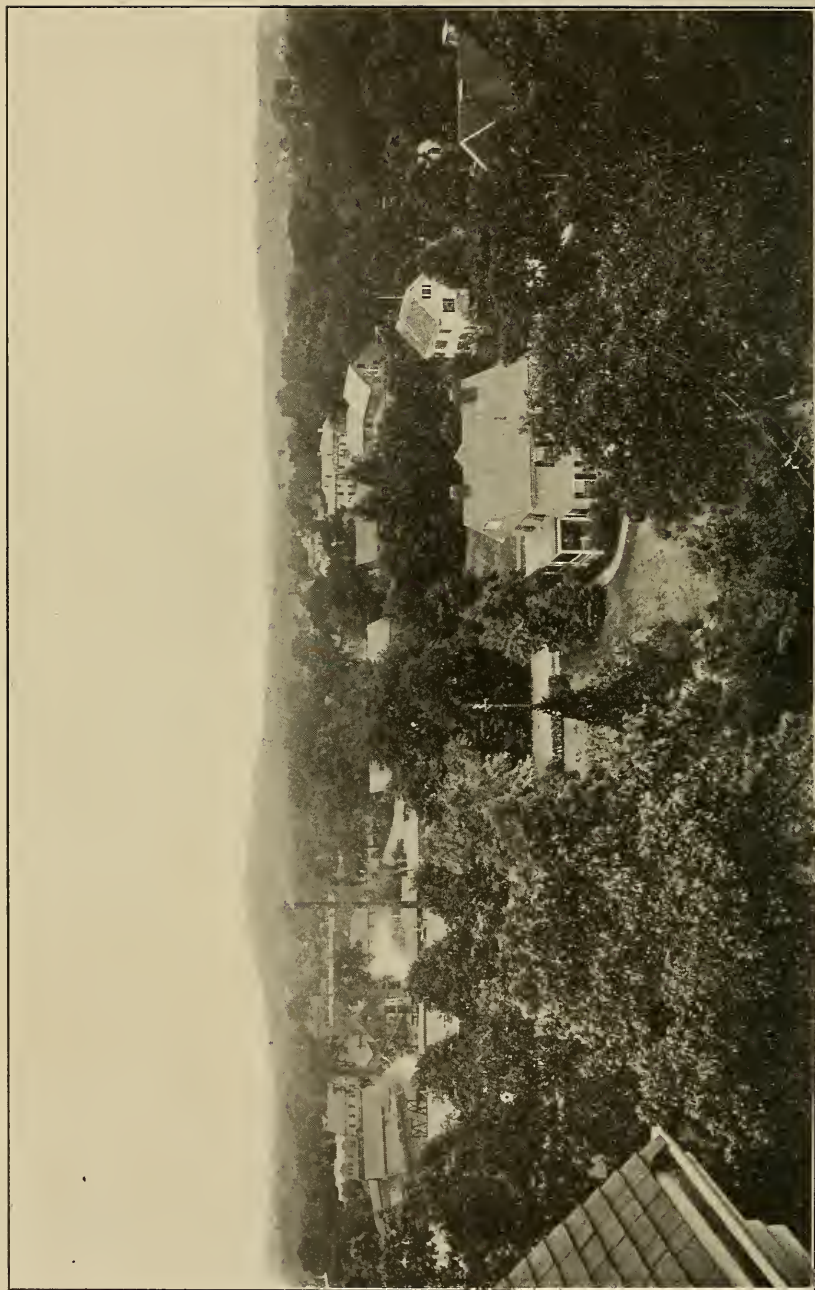
LEXINGTON

THE LEXINGTON NUMBER of a Series devoted to the illustration of certain of the cities and towns adjacent to the City of Boston and the presentation, in brief accompanying text, of some suggestive facts concerning their advantages and development.

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Lexington of the Present as seen from Merriam Heights.

The Town of Lexington

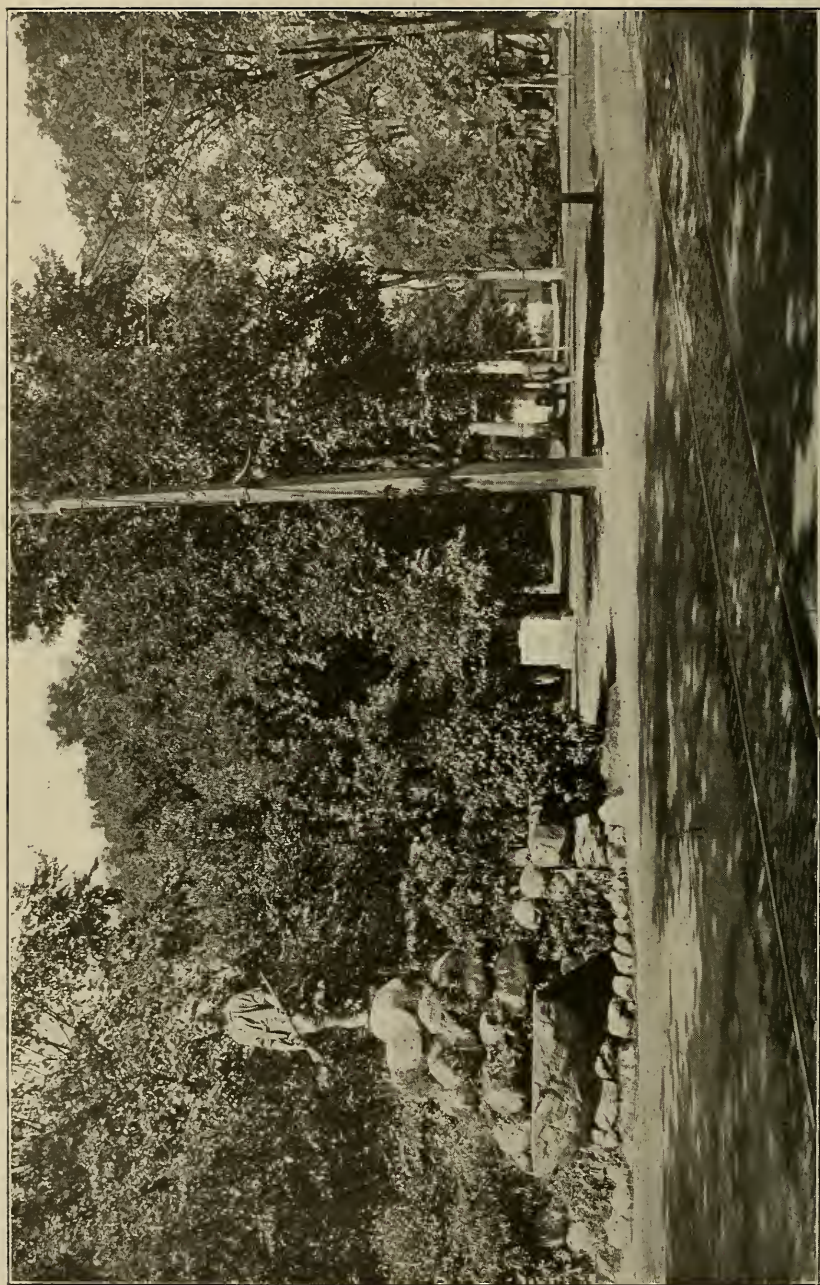
DELIGHTFULLY situated on high ground amid broad meadows and the still higher hills, Lexington lies in Middlesex County about twelve miles northwest of Boston. It is on the Lowell Branch of the Southern Division of the Boston and Maine Railroad. On this road there are nineteen trains daily to Lexington from Boston and there are eighteen in the reverse direction. On Sundays there are two trains each way. The single fare is twenty-two cents while twelve rides cost one dollar and thirty-five cents. Electric railways also connect Lexington with Boston and the neigh-

boring places. The electric cars carry passengers quickly to and from Waltham; Arlington, Cambridge and Boston; Woburn; Bedford, Billerica and Lowell. The traveling facilities not only meet the daily and usual requirements of the residents, but they make Lexington easily accessible to the many and occasional visitors attracted by the points of historical interest so abounding here.

Turn as one will in Lexington there is to be seen some place of precious memory or stimulation to patriotic reflections. These places are marked either by the presence of an original structure well preserved



The Old Hancock-Clark House as Preserved.



Statue of Captain John Parker at the Scene of the Battle of Lexington.



The old Buckman Tavern near the Battle Green.

despite the long passage of the years, or by some worthy monument duly erected in commemoration of some important event.

The place where on that far off 19th of April, 1775, the Battle of Lexington was fought is a level field of green bordered by its old trees and now surrounded by broad and well kept modern roads. At one end of this is the statue of Captain John Parker, the young commander of the Minute Men who, warned by Paul Revere after his memorable ride, here fought the first battle of the Revolution. The statue surmounts a striking pedestal of stone and a memorial fountain.

At another place in the Battle-field stands a boulder suitably inscribed indicating the line of the battle; at another spot is the now ivy covered monument erected in 1799 to the

memory of the seven men who here lost their lives "In the cause of their God and their Country." The monument also marks the place of their burial and it is said to be the first Revolutionary monument erected in America. Elsewhere on Battle Green, but not otherwise to be associated with the Battle of Lexington, is a stone monument, pulpit-shaped which marks the place where stood the first three meeting-houses in Lexington. It will be remembered that one of the objects of the expedition under Major Pitcairn was the capture of Samuel Adams and John Hancock, as well as the dispersal of the stores which had been gathered in Concord. In the morning of the 19th of April, 1775, these two distinguished men were asleep in the house of John Hancock when they were awakened by Paul Revere and

induced to seek safety. This house, now known as the Hancock-Clark House and bearing the name of Mr. Hancock, who occupied it while the minister of Lexington for over fifty years and of his immediate successor who served for another half century, stands near the Battle Green. Part of this house was erected in 1699, the remainder in 1739; but the structure remains to interest and to educate. Near the Battle Green stands, with its informing tablet, the building which was the Buckman Tavern. Here some of the American fighting men took refuge during the battle, continuing to fire from the doors and windows. The home of Jonathan Harrington, who was

wounded to his death in the battle, also faces the Battle Green.

The "Old Belfry" in which hung the bell which alarmed the residents on the battle morning was afterward removed from the Commons to a hill at the rear of the Hancock School building where it was preserved until destroyed by a gale in June last and when plans for its restoration were immediately considered. In front of the present High School is the stone cannon which marks the location of one of the cannon, with which—and his reinforcements—Earl Percy checked the advance of the Americans in their pursuit of the defeated British. Near the lower end of the town, a mile or so southeast of the Battle Green, stands an old structure of historic interest—the "Munroe Tavern" which, built in 1695, served Earl Percy as a hospital.

Lexington of the present is a prosperous and growing town and the home of a thriving community. It has an area of sixteen square miles with a population of approximately five thousand, while those entitled to vote number nearly a thousand. The prosperity of the town is indicated by its assessed valuation which in 1908 totalled nearly seven million dollars, without factories or industrial establishments of any consequence in number. The growth of the



The Old Belfry.



The Munroe Tavern near Lexington used as Headquarters by Earl Percy and as a Hospital.

town, begun so long ago, has continued to be very satisfactory during recent years to those interested in its welfare, as indeed, it is now progressing.

The churches of Lexington, handsome as edifices or interesting for their associations, are adequate in size and number to meet the requirements of the population. There is an Episcopal Church, the Hancock Congregational Church, an imposing building facing Battle Green, a Roman Catholic Church, the Baptist Church and the First Parish Unitarian Church on another side of the old battle-field, while at East Lexington is the Follen Unitarian Church.

The Cary Memorial Library dates from 1868 when Mrs. Maria Hastings Cary gave to it \$1,000 and three earlier

reading rooms were consolidated. The appropriate building in which are some twenty-three thousand volumes was donated in 1906 by Miss Alice B. Cary in memory of her mother, the founder. The Library has a branch at East Lexington.

The many stores conveniently located along Massachusetts Avenue, at the center of the town, provide facilities for necessary purchases. Here, also, is the Lexington Savings Bank while nearby is the Town Hall.

There are several school houses, the Hancock, Munroe and Adams, besides the large and very beautiful building facing Massachusetts Avenue in which is conducted the important work of the High School. Altogether there are here twenty public schools as reported by the State Board of Education.



The Cary Memorial Library.



A View in the Business Street, Lexington.



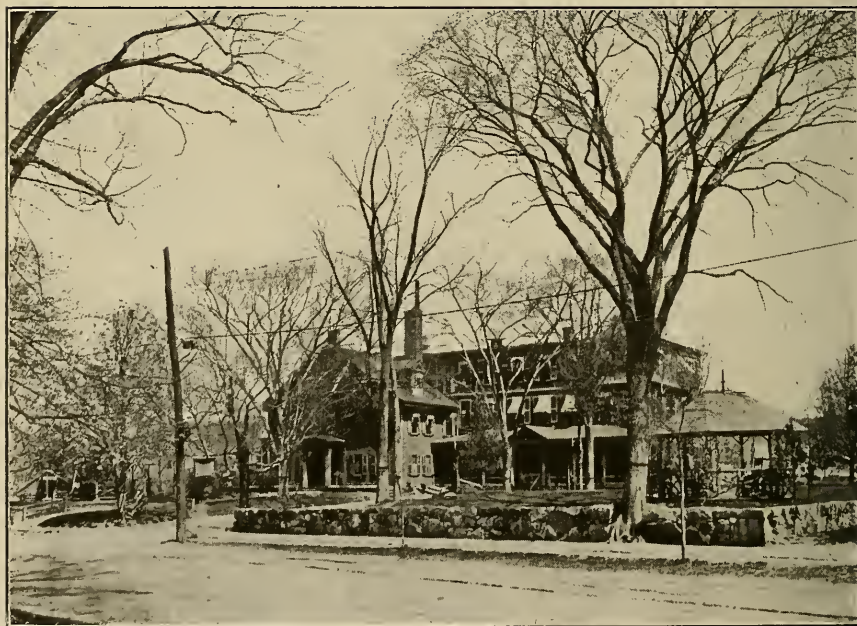
The High School Building.



Another View of the Stores, Lexington.



The Hancock School Building.



The Russell House and Grounds.



The Town Hall Building, Lexington.

The water is supplied by the Metropolitan System coming from the Wachusett Reservoir by way of Arlington. The fire department is very efficient, operated partly by paid men and partly by volunteer fire fighters. The apparatus, drawn by horses when need arises, is modern and adequate. Ample police protection is afforded. Gas for illuminating and cooking is furnished by the Lexington Gas and Electric Company.

The streets of Lexington are lighted by electricity until twelve-

thirty at night (dark hour schedule) by The Edison Electric Illuminating Company under a ten year contract. This Company also furnishes electricity for the illumination of residential and other structures, as well as for power, at its standard rates as established throughout the thirty-three cities and towns it supplies with the electric current. The service of the Company is continuous every hour during every day of the year.

The Lexington Golf Club provides opportunity for the pleasures



The Unitarian Church facing the Battle Green.



The Episcopal Church, Lexington.



The Hancock Congregational Church.



The Baptist Church, Lexington.



The Roman Catholic Church, Lexington.

of the "honorable and ancient game." Out of door enjoyment of quite another kind is afforded by Lexington Park, located near the Bedford line. The Old Belfry Club with its handsome club house; the Lexington Field and Garden Club with its further object of "improving and ornamenting streets and public squares;" the Outlook Club; the Lexington Historical Society, together with other clubs and societies extend the social life of the town or give opportunity for that intellectual recreation properly deemed important in such a community.

The well-appointed Russell House pleasantly situated on a slight elevation, facing Massachusetts Avenue and near the High School, in an admirable summer stopping place;

but indeed, it meets the requirements of those who would live in Lexington without becoming householders and this, whether a stay for all the year or only for the summer is intended. Boarding houses throughout the town and the Paul Revere Tavern, opposite the railroad station meet similar requirements while the rest and refreshment of the casual visitor may be obtained easily and satisfactorily.

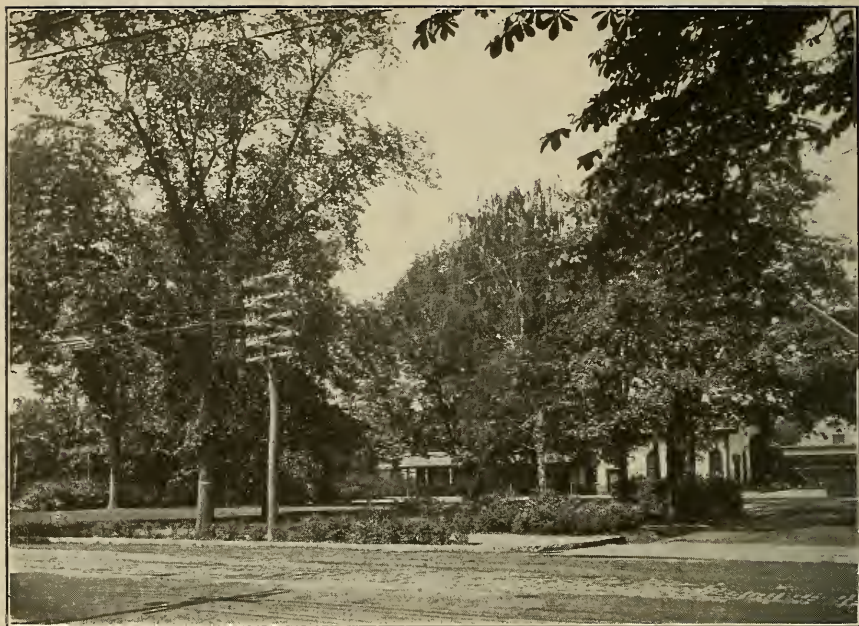
The purpose of this necessarily brief recital will have been accomplished successfully if it, together with the accompanying illustrations, indicates that while Lexington must ever be of commanding interest to the student and to every appreciative admirer of our country, its institutions and its history, it is for its



A few of the Attractive Residences on Massachusetts Avenue.



The Follen Church, East Lexington.



The Railroad Station and Park, Lexington.

present self also well worthy of attention.

The beauty of the town, its steam and electric railroad connections, its picturesque surroundings and the manner of its development, as well as its historical associations, should commend Lexington

not only to the occasional visitor and the summer resident, but to those who would dwell continually in the quiet of the country and amid scenes of rural loveliness in an easily accessible location and without forfeiture of any of the conveniences of life.



MEDFIELD

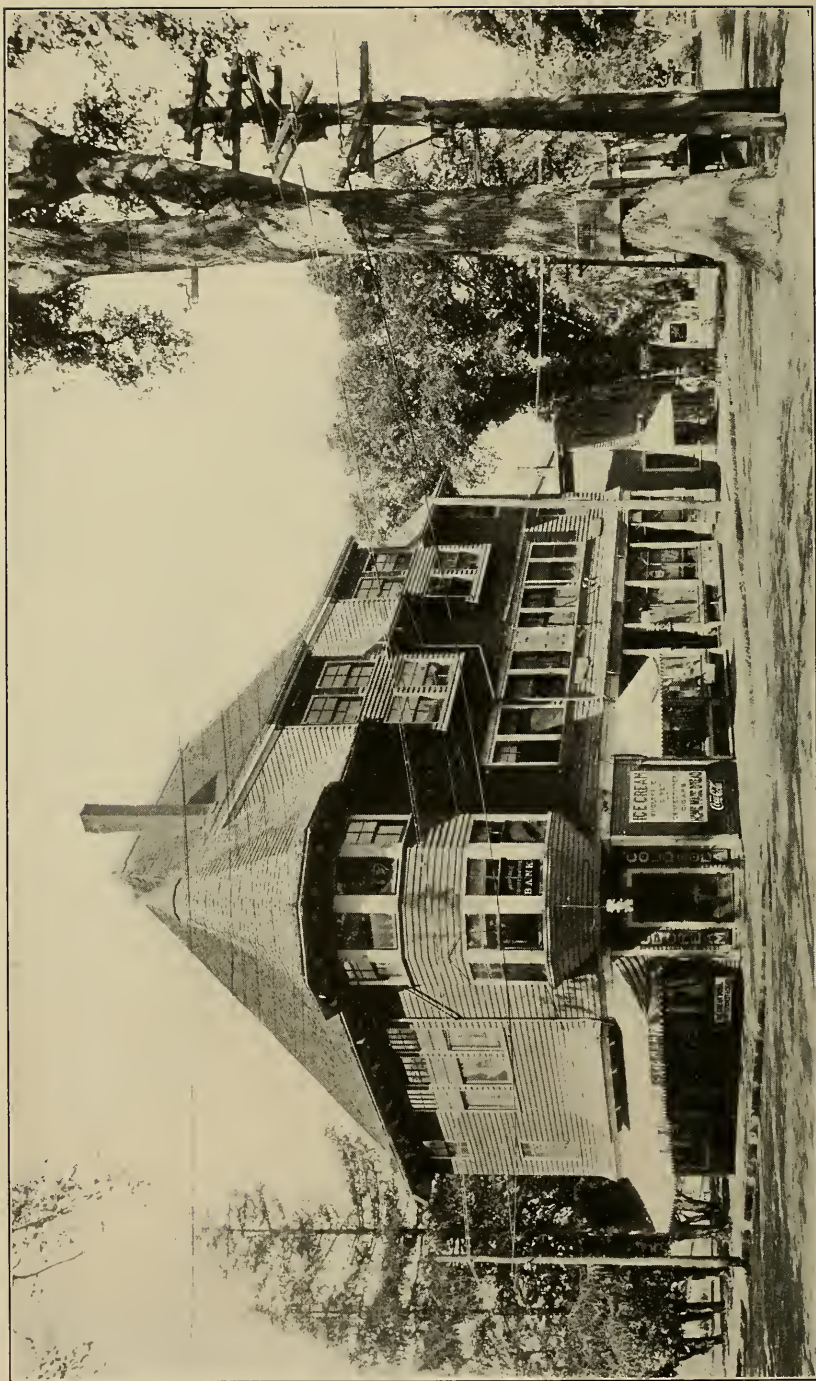
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The Thayer block and other business buildings in Medfield.

The Town of Medfield

AT one time a part of Dedham, and early settled by men of that town, the existence of Medfield began as long ago as 1649 when Dedham was induced to set off a part of its lands for a new settlement. In May, of 1651, the Town of Medfield was incorporated by the General Court. It thus has a history of its own covering over two and a half centuries, but the trials and long continued struggles of its inhabitants in the early days, as well as the sacrifices required of its men in Colonial times and during the Revolutionary period, are duly recorded in extant and easily obtain-

able histories. So recorded, also, are the biographies of Hannah Adams, who was born in Medfield in 1755, and who was the first woman to gain fame as an author in America; Lowell Mason, the noted composer, born here in 1792, and such other distinguished people as were born in Medfield or are identified with its history.

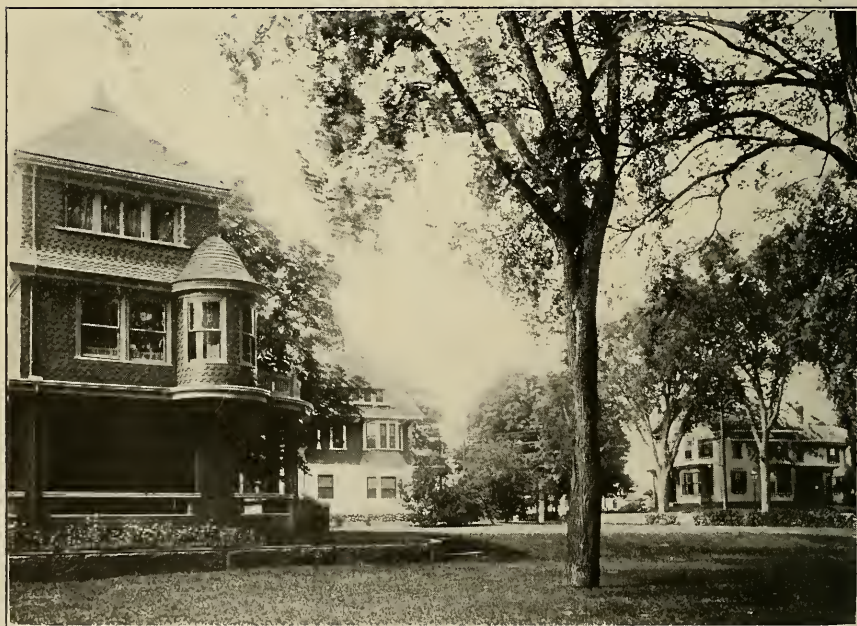
Medfield of the present occupies an area of nineteen and one-tenth square miles of very beautiful country in Norfolk County, twenty miles southwest of Boston and about ten miles from South Framingham. It has grown to be a prosperous com-



The Unitarian Church in Medfield.



The Baptist Church in Medfield.



Some of the handsome residences on North Street.



In Chenery Hall are the Town Offices, the Library, Post Office and the rooms of the Medfield Historical Society.

munity with about sixteen hundred inhabitants and with about four hundred and fifty legal voters. Its assessed valuation is approximately \$1,600,000.

Over the Providence Division of the New York, New Haven and Hartford Railroad there are eight trains daily between Medfield Junction and Boston, and on Sundays five trains in each direction. The single fare is forty cents, while fifty rides cost \$12.50, and the running time is forty-one minutes. Medfield is a station, also, on the Old Colony Division via the Boston and Albany Railroad, and over this line there are six trains from Boston daily with five in from Medfield, and on Sundays there are two trains in each direction.

Electric railways connect Medfield with Millis, Medway and

Franklin, with Milford and with Dedham, and thence again with Boston over either the steam railroad or other electric railways. The electric cars, running through a pleasant country, together with other railroad facilities, make communication convenient between Medfield and Boston and other neighboring towns and villages.

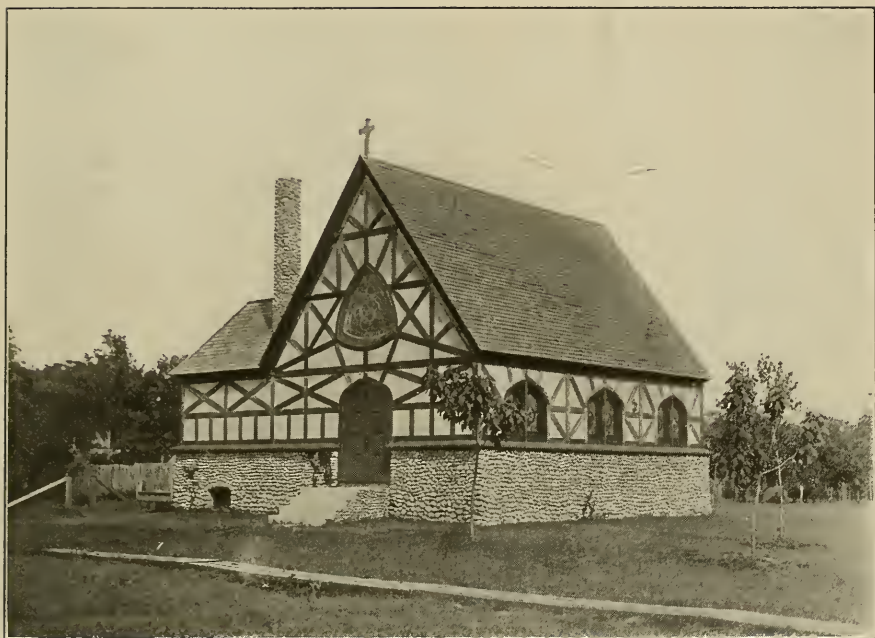
The land comprised within the town is high, with many still higher elevations which, while adding their own beauty and variety to the picturesque surroundings, permit extended views over this charming land. The altitude, with its consequent invigorating air, is a further cause of the healthfulness for which Medfield is properly noted. The handsome and well-kept streets and the excellent country roads, bordered with tall and beautiful trees, afford ample opportunity for varying and



One of the larger residences in Medfield.



The Roman Catholic Church in Medfield.



The Episcopal Church in Medfield.



The Medfield Inn and a little of its surroundings.

attractive drives. Fishing and boating are permitted on the Charles River which flows along the western boundary of the town and through broad meadows, adding in a part of its course, further beauty to the country 'round about. In any statement of the charms of Medfield, intended to be measurably complete, the many noble and stately trees, so generally present and preserved with due care, should be an item of consequence and so, indeed, should be the scenic beauty of the town itself and of its surroundings.

Conveniently situated at the center are many stores in which the usual needs of the residents may be supplied. In the Thayer Block, a modern business building, besides stores and other offices are the headquarters of the Medfield Board of Trade, active in measures for the

promotion of the prosperity of the town. In this building also are the offices of the Medfield Co-operative Bank, a prosperous institution with an already large accumulation of assets. In Chenery Hall, nearby and named after a family long identified with the progress of Medfield, are located the Post Office, the Public Library and the Medfield Historical Society and the town offices, while a spacious hall is on the upper floor. The trim and well ordered appearance of these streets on which are the business buildings, as well as of all others within the village, is noticeable and a further indication of the prosperity of the town and its residents.

Educational facilities are given by the seven public schools, including the High School. The churches are so located and so arranged and con-



Some of the Business Buildings adjoining Chenery Hall.



The Congregational Church in Medfield.

structed that the requirements of members of the congregations or attendants upon the services are met conveniently. The churches include the First Congregational (Unitarian), the Baptist, the Congregational, the Roman Catholic and the Episcopal edifices.

While there are many individual wells, a corporation supplies drinking water of excellent quality from a flowing spring and this is so well distributed that it is generally available. A very good Fire Department gives adequate protection. The apparatus consists of one gasoline engine, one hook and ladder truck and one hose wagon, while reservoirs duly constructed and the pond in the center of the town assure a plentiful supply of water for emergency.

The streets are lighted by electricity until twelve o'clock, except

on moonlight nights, under a three year contract with the Edison Electric Illuminating Company. This Company also furnishes electricity for the illumination of residential and commercial structures, as well as for power, at its standard rates as established throughout the thirty-three cities and towns it supplies with the electric current. The service of the Company is continuous every hour of every day in the year.

The Hannah Adams Club and other associations promote social pleasure and permit literary or intellectual diversion. There are various fields on which ball games, recreative sports and athletic exercises are permitted. The Medfield Golf Club, which has attracted a considerable out-of-town membership, has its house and grounds on the outskirts of the town on the road



The High School Building at Medfield.

toward South Framingham. Here is maintained a sporty links of nine holes with a course of 2,093 yards. The Medfield Inn, near the center, meets the requirements for rest and refreshment of the transient visitor or the more permanent guest.

For many and obviously good reasons Medfield is a delightful place of residence and many handsome and some imposing residences adorn certain of its streets or occupy attractive sites in the outlying districts of the town. During a recent period there has been a noticeable increase in the number of home estates established in Medfield, and the growth in this respect may well be regarded as an indication of one of the ways in which the further development of the town is justly assured. There are, moreover, in the village and elsewhere many dwellings thor-

oughly well adapted to meet the requirements of people of modest means. Others wishing to establish their homes here would have no difficulty in the selection of suitable locations whatever their wishes or intended manner of life or scope of expenditure. The unquestionable natural advantages of Medfield, and its beauty, as well as the conveniences essential to comfortable living would be at their command, together with the freedom and the fresh invigorating air of the country.

The large establishment of Edwin V. Mitchell Company, manufacturers of straw goods and felt hats for women's wear, is here located, where, indeed, it has been in continuous existence since 1801, although it has been conducted under different firm names, changing in this respect as the years have passed.



The Straw Goods Factory and Felt Hat Factory of Edwin V. Mitchell Company.



Some of the homes on South Street, Medfield.



The Railroad Station at Medfield.

This important enterprise gives employment to many operatives and presents notable opportunities for securing work at satisfactory pay. The American Steam Packing Company, makers of packings of various kinds, have a large plant in Medfield also providing work for many people.

Peculiar advantages are presented in Medfield for the location of other industrial enterprises. Within convenient distance of the railroad there are various tracts of land comprising several hundreds of acres upon which the necessary buildings might be erected readily and many of these acres are so near one station or the other that local haulage would be reduced to the minimum. There are two railroad stations within the town and the facilities for the transportation of freight are excellent, Boston

being the billing point. Box making, woolen manufacturing and awl and needle making may be enumerated as among the industries certain to find conditions favorable to their convenient and economical management, but, doubtless, manufacturers of boots and shoes and of straw goods would find an additional advantage in that so many of the working people of Medfield and of neighboring places have had training and special experience in these lines.

Detailed information as to any available or readily adaptable factory building or as to good sites for new plants or suitable locations for dwellings, as well as concerning the special advantages of Medfield, will be given promptly upon receipt of request addressed to the Chairman of the Board of Selectmen or to the Board of Trade.

M E D W A Y

THE MEDWAY NUMBER of a Series devoted to the illustration of certain of the cities and towns adjacent to the City of Boston and the presentation, in brief accompanying text, of some suggestive facts concerning their advantages and development.

PUBLISHED IN BOSTON IN THE FALL OF NINETEEN HUNDRED AND NINE BY

THE EDISON ELECTRIC ILLUMINATING CO.

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In Sanford Hall, Medway, are the Post Office, Stores, the Dean Library and the Offices of the Bank, with a Meeting Place Above.



The First House Shown in this View of Village Street, Medway, was Erected Before the Revolution.

The Town of Medway

SOME twenty-five miles or so southwest of Boston, and in Norfolk county the Town of Medway is situated, occupying an area of nearly fourteen square miles and neighbored by the towns of Holliston on the north, Millis on the east, Franklin and Bellingham on the south and Milford on the west. In the very early days a part of the present territory of Medway, lying along and near the banks of the Charles, was included in the country called Boggastow by the Indians; but the broad and fertile meadow lands which are such a noticeable feature

of the topography of Medway early attracted the attention of the adventurous white people of the colony. It was too good a land to longer remain the abode or hunting ground of savages. The first of the white settlers seems to have been George Fairbanks, of Dedham, who came here so long ago as 1657, although earlier grants of farming land had been made. For many years, and after others had joined Fairbanks in the occupancy of its inviting fields, Medway was a part of Medfield; but in October, 1713, it was incorporated as a town. Through Medway



The Town Officials have their Offices in the Town Building at West Medway, formerly Hall of the Grand Army of the Republic.

runs the "Old Mendon Road," later the turnpike between Boston and Hartford and on a part of this now known as Village Street still stands in use and in good repair a house erected before the Revolution and passed by Washington as he made his way along this road to take command at Cambridge in 1775. There are other evidences of the share taken by Medway in an interesting and important past both while it was a part of Medfield and after its own incorporation; but its history has been given at due and proper length in an imposing volume published some little time ago under the auspices of the town authorities.

Within the town of the present there are two villages or post offices, Medway in the extreme southeastern part of the town, and West Medway, about a mile and one-half to

the west. Both of these places are stations on the Providence division of the New York, New Haven and Hartford Railroad and to and from Boston there are eight trains daily, and five on Sundays in each direction. The single fare to Medway is fifty cents; five rides cost \$2.35, and a three months' ticket \$32.00. By purchasing twelve-trip tickets between Charles River Village and Boston, and paying the additional fare to Medway the cost per trip becomes thirty-eight cents and to West Medway forty cents. The average running time to Medway is fifty two minutes; to West Medway, four minutes more. An electric railway connects Medway and West Medway and the town with Milford and also with Holliston, South Framingham and Boston; with Franklin; with Bellingham and by



The High School Building at Medway.

transfer with Woonsocket and points in Rhode Island; with Millis, Medfield, Dedham and thus again with Boston. Furthermore, the good macadam roads throughout the town facilitate communication and afford opportunity for pleasant drives or automobiling trips of interest.

The population of Medway now numbers nearly twenty-seven hundred with over seven hundred legal voters. The assessed valuation is a little over \$1,400,000. There are twelve public schools including the High School, and these finding quarters in five school buildings, maintain a high standard and afford proper educational facilities. A Savings Bank has been established in Medway while other and commercial banking privileges are conveniently available at Milford and Franklin. At Medway there are Congregational, Roman Catholic and Episcopal churches, at West Medway Baptist and Methodist Episcopal churches as well as another Congregational edifice.

The streets of Medway are lighted by electricity until twelve-thirty on other than moonlight nights under a ten year contract with The Edi-



The Roman Catholic Church at Medway.

son Electric Illuminating Company. This Company also furnishes electricity for the illumination of residential and commercial structures, as well as for power, at its standard rates as established throughout the thirty-three cities and towns it supplies with the electric current. The service of the Company is continuous during every hour of every day in the year.

The fire department is efficient and provided with suitable equipment while the police force is ample for the protection of person and property and the preservation of order. In the stores in Sanford Hall, as well as in others elsewhere



The Congregational Church at Medway.



The Baptist Church at West Medway.



The Congregational Church at West Medway.



The Episcopal Church at Medway.

in both Medway and West Medway may be met usual requirements. Sanford Hall is a large building which was dedicated in 1872 and named after a native of the town who attained success in important affairs and who was the largest contributor to the building fund. In this building, also, are the Medway post office, a large room for public or town meetings and the Public Library. This latter is conducted by the Dean Public Library Association which was incorporated in March, 1860, and after the present very satisfactory collection of books of reference and general reading was started by a gift of \$5,000 from Dr. Dean, another public spirited citizen of the town.

At West Medway there is another Public Library occupying a suitable and appropriate building and here is

the Town Building in which are the offices of the town and in which town meetings are held alternating with those held in Sanford Hall. The Medway Historical Society not only pursues its special objects but holds public meetings and under its direction interesting and informing lectures are given from time to time.

Naturally the territory is largely devoted to farming and will continue to be; but because of the altitude and of the beauty and diversity of the scenery the town is admirably adapted for the establishment of home estates with grounds of whatever desired area. Near or within the villages are available pleasant sites no less well adapted for the erection of other dwellings suitable for all the year or summer use, and within convenient distance of the lines of communication. Many per-



The Methodist Episcopal Church at West Medway.



Two of the Attractive Looking Residences at West Medway.



Some of the Pleasant Homes on Main Street, West Medway.



Factory of the William H. Wilkinson Company at West Medway.



Works of the United Awl and Needle Company at West Medway.

sons have already become accustomed to spending their summers in the town and others similarly inclined and not wishing to own or rent houses can find accommodations at several established boarding houses while for many obvious reasons a hotel or summer resort in any of several locations within the town so highly favored by nature would seem destined to command success. The general healthfulness of the town, doubtless due in large measure to the altitude and with malaria practically unknown, would be a factor in this success just as it increases the satisfaction of continuous residents. The Charles River which runs along the southern border of the town is here a comparatively small stream, but its surroundings are picturesque and it affords opportunity for fishing and

canoeing and other boating. There are several trout streams and Popolatic Lake with its attractive shore lines, while it lies mainly in Franklin and Norfolk, adds to the beauty of Medway and the pleasures its waters afford are quite properly at the command of those dwelling or visiting in Medway. Pleasant and extended outlooks are to be obtained from the several hills which attain a considerable elevation above the general altitude, while the two villages are happily placed on high and hilly ground.

Several manufacturing establishments are located in the town and among these are the Medway Woolen Company; Hirsh & Guinsburg, manufacturers of straw goods; Medway Manufacturing Company, makers of wadding; Medway Box Company, manufacturers of wood



Straw Goods Factory of Hirsh & Guinsburg at Medway.



Plant of the Medway Woolen Company at Medway.

and paper boxes; Congress Overall Company and the National Roller Iron Company, all at Medway. At West Medway are the works of the United Awl & Needle Company; William H. Wilkinson Company, makers of oil cups and lubricating devices and the Stone Mill Company, manufacturers of covered wire for bonnets. In a late State Report on the Statistics of Labor it is stated that the value of the goods made in the town in 1906, amounted to over six hundred thousand dollars, while about one hundred and fifty-two thousand dollars were paid in wages.

In the town and near the railroad there are several hundred acres of land available and suitable as sites for factories or business buildings and many of these acres are quite near one or the other of the two railroad stations. The freight facilities

are very good and Boston is the billing point. Box making, woolen and awl or needle, and straw goods manufacturing are industries well suited to Medway and its work people, while a cannery could secure the fruit or vegetables of suitable quality that are raised in large quantities in the town itself. Inquiries as to suitable locations for commercial buildings or dwellings or as to available and readily adaptable factories, would have prompt response if addressed to the Town Clerk or to the Board of Trade. This latter organization has its offices at Medway and is composed of business men. It is active in measures intended to increase the prosperity of the town and quite ready to lend its aid and co-operation to any wishing to avail themselves of any of the advantages of Medway.

MILLIS

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The Public Library and the Town Offices are on the upper floors of the Station Building.



The High School Building on Main Street, Millis.

The Town of Millis

TWENTY-THREE miles southwest of Boston, Millis occupies an area of nearly thirteen square miles in Norfolk County. It is on the Providence division of the New York, New Haven and Hartford Railroad, with eight trains daily to and from Boston and five on Sundays. The single fare is forty-five cents and forty-seven minutes are required usually for the comfortable journey. The accessibility of Millis is further promoted by electric railways which connect it with Medfield and Dedham as well as with Medway, Franklin and Milford. Incorporated in 1885 Millis now

has a population of about twelve hundred and fifty, while those entitled to vote number approximately two hundred and fifty. The assessed valuation amounts to about eight hundred thousand dollars.

The land of the town is high while very attractive and varied in aspect, with broad meadows and level fields interspersed with many bits of woodland and with still higher elevations which permit extended outlooks over picturesque surroundings. To its scenic beauty, may be attributed some large measure of the increase in population of the town and its relatively rapid growth in prosperity



The Congregational Church facing Exchange Street.



One of many Pleasant Homes Established in Millis.



A now Attractive Residence erected shortly after the Revolution.



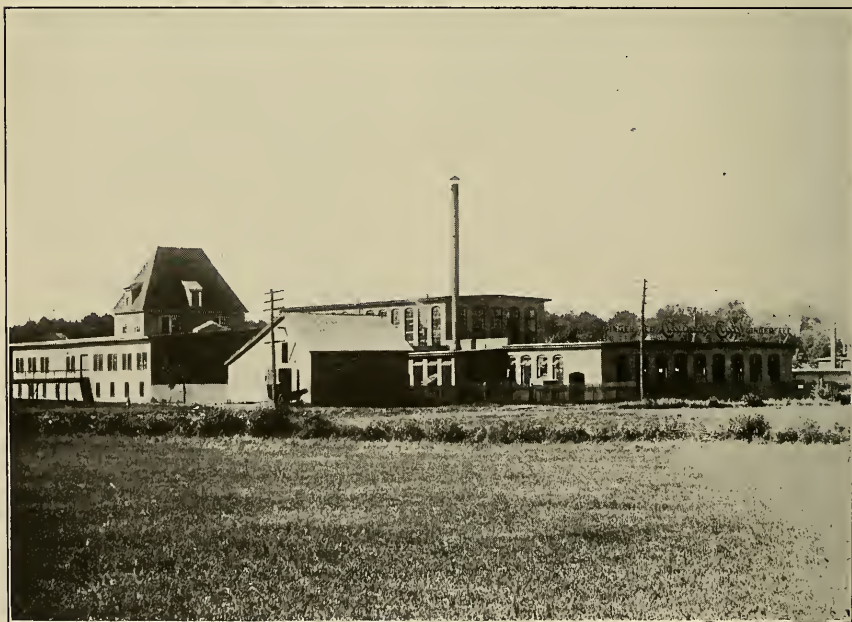
One of the Larger Home Estates, Millis.



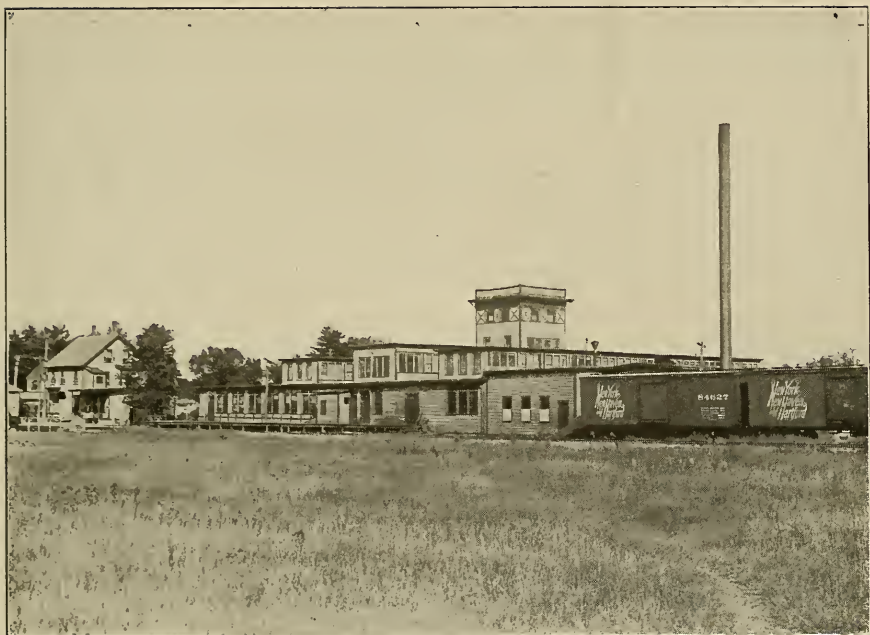
Two of the Attractive Residences on Exchange Street.

during recent years as attested by corresponding increases in the assessor's valuations. Furthermore, Millis has other notable advantages. The water supplied by the town is of remarkable excellence and purity. It comes from a flowing spring secure from all possible contamination and situated on the side of a hill the top of which is ninety-six feet above the spring itself. The pumping station and the stand-pipe provide for thorough distribution of the water which is plentiful in quantity. At the center there are stores stocked and equipped to serve the convenience of residents. Here, also, is the Congregational Church, while a chapel is located at Rockville within the limits of the town. The erection of an Episcopal Church and of a Catholic Church on a lot already purchased is contemplated.

There are seven public schools, including the high school. There are three school buildings and the building of another, important in size is being considered. The Public Library, consisting of three or four thousand volumes, is contained in the upper story of the beautiful station building where also are the quarters of the town officials. The fire department, with four hose wagons, two hand engines and one hook and ladder truck, is well managed while its unquestioned efficiency is increased by the plentiful water supply at natural high pressure. A four-acre play ground gives opportunity for base ball games and athletic sports. The Charles River, while adding to the beauty of the town on the south and east affords opportunity for fishing and other seasonable pleasures.



A part of the Plant of the Clicquot Club Company at East Millis.



Shoe Factory of Frank Herman & Company, East Millis.

The streets of the town are lighted by electricity until twelve-thirty on other than moonlight nights under a ten year contract with the Edison Electric Illuminating Company. This Company also furnishes electricity for the illumination of residential and commercial structures, as well as for power, at its standard rates as established throughout the thirty-three cities and towns it supplies with the electric current. The service of the Company is continuous every hour during every day of the year.

The natural beauty of Millis, its accessibility and the conveniences it presents, together with its well-maintained roads traversing so pleasant a country, its beautiful shade trees and the healthful and invigorating air due to its altitude, make it a place of very desirable

country residence. In the higher northern portions of the town are many handsome residences in spacious grounds or on farms converted to new uses and the good reasons which have led to the establishment of these should lead to the erection of others on sites quite as favorable and still available. The further development of Millis in this manner may be regarded as inevitable. Elsewhere and on the village streets are other attractive dwellings and here newcomers would find no less abundant opportunities to erect comfortable and convenient homes in pleasant neighborhoods and amid charming and appropriate surroundings. Millis has not only proved attractive as a place of continuous residence but hundreds, from year to year, have been led to spend their summers at Millis, and boarding



A Portion of The Stone Mills at East Millis.

accommodations may be obtained readily at several of the farm houses.

Other advantages of Millis have led several important manufacturing industries to locate here. These include the Clicquot Club Company, now important manufacturers of ginger ale and other beverages with evident need of such good, pure water as is supplied in Millis; Frank Herman & Company, makers of shoes for the army and navy, and, indeed, of most of those used in these services; United Crown Cork and Seal Company; American Felt Company, manufacturers of heavy felt for horse collars and other purposes; Baltimore Paper Mills, building papers and the Charles La Croix Bottling Works.

Other manufacturers seeking new locations or intending removal would find at their command in

Millis the conveniences necessary for economical and satisfactory operation. The freight facilities are adequate both for the bringing of raw materials and for the shipment of finished articles. The billing point is Boston. Near the railroad are available many acres of land suitable for business purposes or manufacturing buildings and the town is prepared to make most favorable terms as to the disposal of acreage it owns along the railroad and to treat in the most liberal manner possible any industry establishing itself at Millis. Information as to the advantages presented or concerning any factory buildings available or readily adaptable or sites for new commercial structures or locations suitable for dwellings may be obtained of the Secretary of the Millis Improvement Association.

MILTON

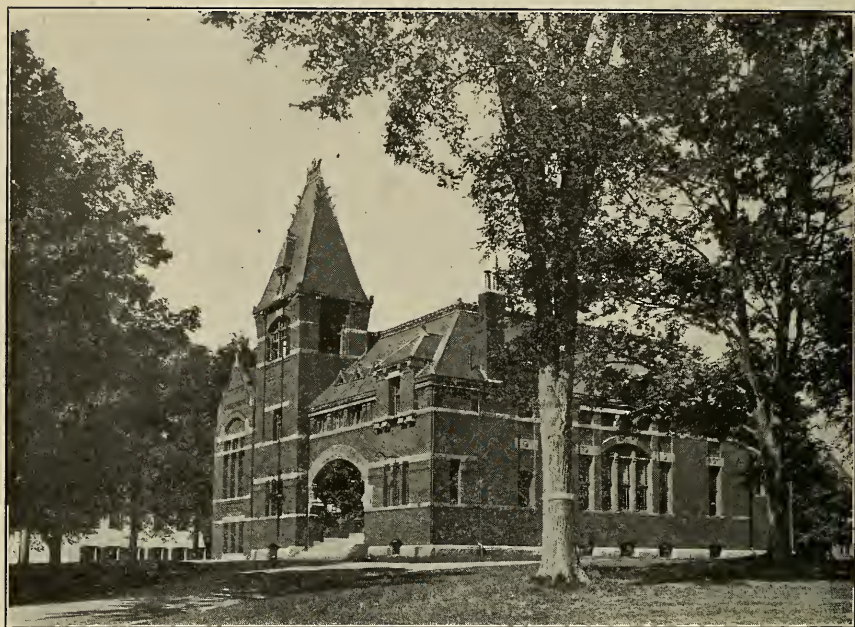
THE MILTON NUMBER of a Series devoted to the illustration of certain of the cities and towns adjacent to the City of Boston and the presentation, in brief accompanying text, of some suggestive facts concerning their advantages and development.

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The Town Hall, Milton Centre.



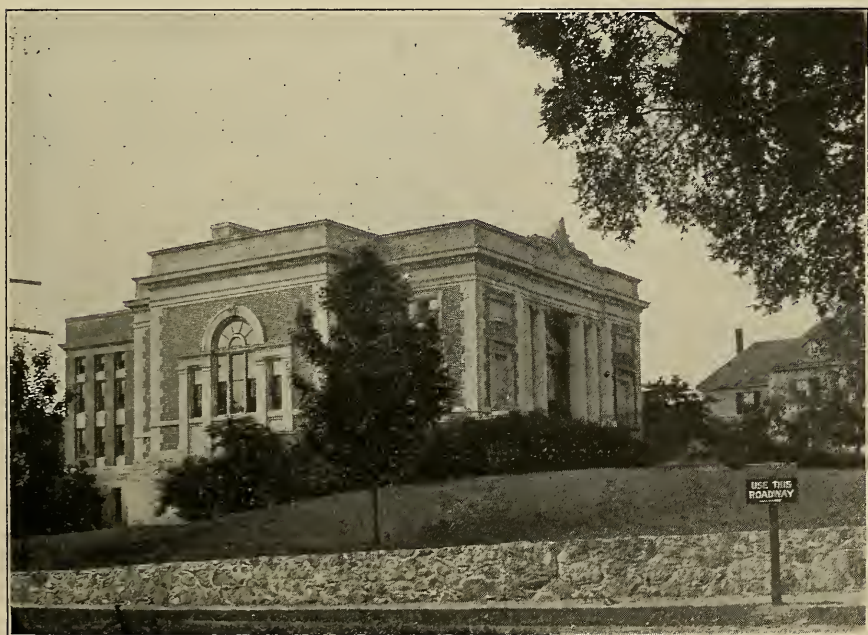
The High School Building, Milton Centre.

The Town of Milton

THE seal of the Town of Milton was adopted in 1878 and this bears symbolical representation of the physical aspect of the territory of the town and of the beginning of the settlement together with the motto in Latin: "Deus Nobis Haec Otia Fecit." The translation of this as given in the report of the Committee which selected the seal, "God hath given us this tranquillity," or "these pleasant things" may be regarded at once as an expression of due thankfulness and of proper appreciation of the natural beauties and advantages of Milton. In its extent of twelve and nine-tenths square miles from the Neponset River which separates the

town from immediately adjoining Boston on the north to the Blue Hills Reservation and the Canton line on the south one "pleasant thing" succeeds another in the view.

Extended or attractive vistas are presented almost everywhere. Hills abound and these include not only the high and notable elevations within the Reservation, but the many bearing on their crests or slopes some of the charming homes of the residents or certain of the more public buildings. Over and around these latter hills and others as well as through the more level places extend the well constructed and excellently maintained roads which are so marked among the



The Milton Public Library, Milton Centre.



The Unitarian Church, Milton Centre.



The Central Fire Station, Milton Centre.



The Congregational Church, Milton Centre.

pleasant features of Milton. The hills give diversity to the scenery while this is increased by the Neponset River and other water courses and such beautiful lakes as Hoosicwhisic Pond in the Blue Hills Reservation and Ponkapoag Pond through about the center of which runs the line dividing Milton from Canton. The trees which line so many of the avenues and roads of the town and the several bits of remaining woodland are additions of beauty.

Fortunately the natural advantages of the town have been enhanced by the manner of its development. It is no less fortunate that the various governmental departments are conducted, in so far as these have that power, to make Milton a place of altogether delightful residence and that the dwellings and public structures are so well worthy of their surroundings.

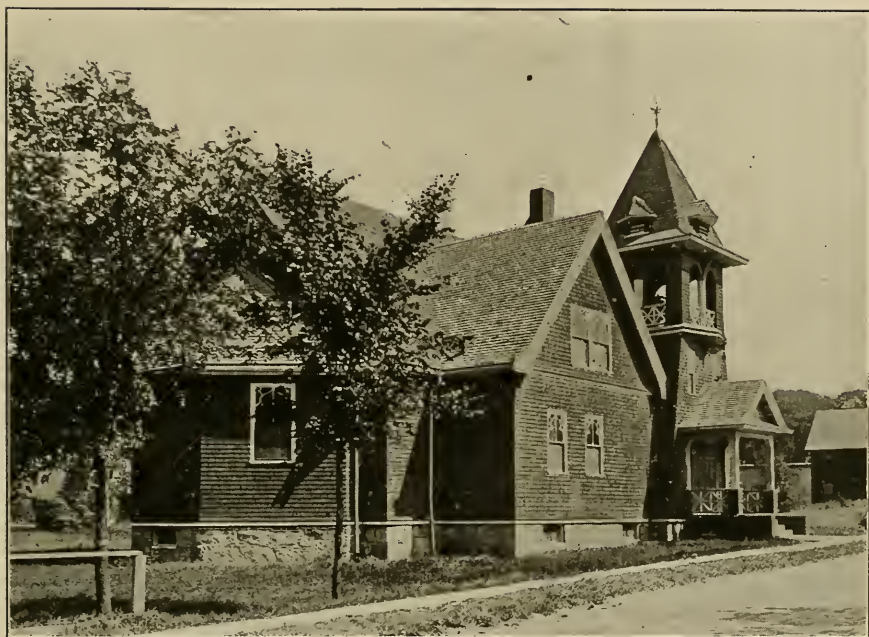
This land was explored by men of Plymouth in 1621, and fur trading with the Indians followed. For a while it was a part of Dorchester; but it was incorporated as early as 1662. The most important event, of general historic interest, transpiring in Milton then like the rest of Norfolk a part of Suffolk County, is commemorated by a tablet on the house of Daniel Vose, in whose house met the convention: "In this Mansion on the Ninth day of September, 1774, at a meeting of the Delegates of every Town and District in the County of Suffolk the Suffolk Resolves were adopted. They were reported to Major General Warren, who fell in their defense in the battle of Bunker Hill, June 17, 1775. They were approved by the Members of the Continental Congress at Carpenter's Hall, Philadelphia, on the seventeenth of September, 1774. The Resolves to



Buildings of the Milton Academy, Milton Centre.



The Episcopal Church, Randolph Avenue, Milton.



The Baptist Church, Eliot Street and Blue Hill Parkway, Mattapan.

which the immortal Patriot here first gave utterance, and the heroic deeds of that eventful day on which he fell, led the way to American Independence. Posterity will acknowledge that virtue which preserved them free and happy."

In Milton of the present there is an estimated population of about seventy-seven hundred with about sixteen hundred legal voters. The prosperity of the town is exhibited by the valuation as stated in the Report of the Assessors for 1908 of \$12,223,445.00, on personal estate, and \$11,641,525.00, on real estate, in all nearly twenty-four million dollars. Milton is a station on the Boston Division of the New York, New Haven and Hartford Railroad seven miles from Boston. On this road there are twenty-one trains out from Boston and twenty-two in from Milton daily; on Sundays there are four trains in each direc-

tion. The average running time is twenty-one minutes and the single fare is twelve cents; five rides cost forty-five cents; twelve rides, ninety-five, and twenty-five rides \$1.88. East Milton on the same system is eight miles from Boston and the average running time is twenty-six minutes. The single fare is fourteen cents; five rides cost fifty-five cents; twelve rides \$1.10; twenty-five rides \$2.13. There are to this station seventeen trains out from Boston and nineteen in daily; on Sundays six and seven respectively. Electric railways connect the villages or different parts of the town one with another, and so, together with the good roads to which reference has been made, promote the ease of intercommunication. Cars on electric railways run between the town and Quincy and Braintree, Randolph, Holbrook, Avon and so to Brockton; Canton, Sharon and



Residences on Randolph Avenue, Milton.



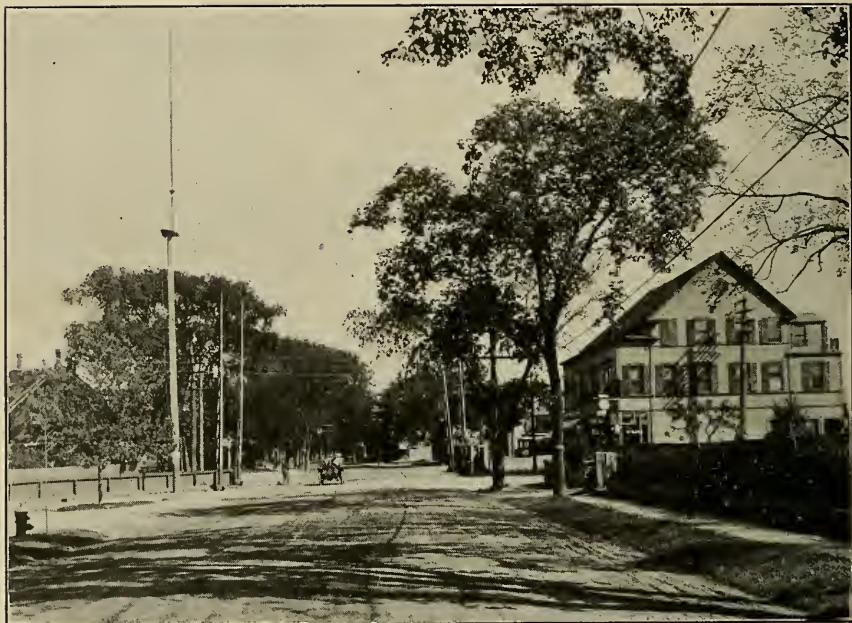
Homes Along Blue Hill Parkway, Mattapan.



On the Hill on Adams Street, Milton.



Houses on Grafton Avenue, East Milton.



A Part of the Square, East Milton.



The Congregational Church, East Milton.



The Baptist Church, Edgehill Road, East Milton.

Stoughton; while at Mattapan and Milton Village connections are made with the Boston Elevated System.

Public utilities have been well introduced in Milton. Water from the Nashua River Supply of the Metropolitan Water System is made generally available by the distributing plant owned and operated by the town. Gas for illumination and cooking is supplied by the Boston Consolidated Gas Company. All the more thickly settled parts of the town are sewered. At Milton and at East Milton are stores so stocked as to promote the convenience of the residents. Banking facilities are afforded by the Blue Hill National Bank and the Milton Savings Bank.

The streets of Milton are lighted by electricity all of every night under a five-year contract with The Edison Electric Illuminating Company. This Company also furnishes

electricity for the illumination of residential or commercial structures, as well as for power, at its standard rates as established throughout the thirty-three cities and towns it supplies with the electric current. The service of the Company is continuous during every hour of every day in the year.

Educational opportunities are afforded by the forty-five public schools and one High School, and in these a high educational standard is maintained. The eight public school buildings in the town provide accommodation for about fifteen hundred enrolled pupils and the buildings and their surroundings permit the exercise of that due care for the physical well being of the students which is now at Milton, as elsewhere, regarded as of equal importance as provision for their intellectual progress.

The Milton Academy occupies a group of notable buildings in large

grounds near Milton Centre. The Academy was incorporated in 1798 after a private subscription of \$3,000 had been made for the purposes of the institution; but half a Township or six square miles in the "District of Maine" was bestowed upon the Academy by the Commonwealth and the subscription was assumed by the town when the decision was made that it should be located here. The Academy has secured wide renown for the extent and high character of its preparatory work.

Protection against fire is afforded by an efficient fire department with apparatus consisting of one engine, one hook and ladder truck, one chemical engine and four hose wagons all suitably equipped and so stationed as to best meet any emergency. The police department is no less efficient in its own way and is amply sufficient for the protection of property and the due

preservation of order. There are seven churches,—Unitarian and Congregational, at Milton Centre; Baptist and Congregational at East Milton, and another Baptist at Mat-tapan; Episcopal at Milton Village and at East Milton. Members of other denominations find their churches conveniently near at Dorchester and at Quincy. The Public Library with its collection of over twenty thousand volumes occupies a very handsome building at Milton Centre near the Town Hall and the building of the High and Consolidated Schools. While the immediate proximity of Boston places its amusements and points of interest at the command of the residents of Milton, the local branches of fraternal organizations, the church associations, and several clubs of importance promote social pleasures or permit intellectual diversion.

There are unusual opportunities for outdoor recreation. There are



Bank Building and Other Business Structures, Milton.



The Episcopal Mission, East Milton.



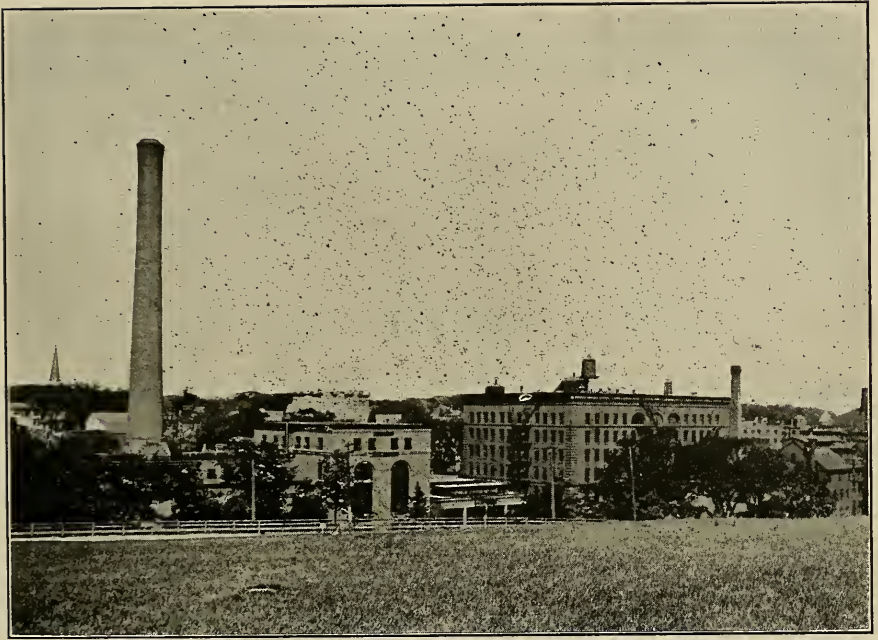
Police Station on Central Avenue, Milton.



The Tucker School on Blue Hill Parkway, Mattapan.



Works of National Biscuit Company, Milton.



A Part of the Important Plant of Walter Baker & Company, (Limited)
Is in Milton.

here over fifteen hundred acres of the Blue Hill Reservation and the pleasant paths, the woodlands, and the high hills with the comprehensive views they afford of lakes and sea and distant mountains, of wooded hills and cultivated plains, are within easy reach of all residents of Milton. There are also two hundred and seventy acres of the Neponset River Reservation while nearly four miles of the Blue Hill and Neponset Parkways give further opportunity for pleasant walks or drives. Moreover, play grounds are maintained by the town at East Milton, at Brook Road, at Dollar Lane and at Waterside Common. Near East Milton at Cunningham Park are extensive base ball grounds, tennis courts, squash courts, ice skating rink and gymnasium—all made possible by a bequest to the town by Mrs. Frances Cunningham.

In the western portion of the town several large home estates have been established during recent years, and here there are many other localities as favored by nature and as convenient in situation as those which are now occupied. Throughout all the land between the somewhat scattered villages there are many places where charming country homes may be created amid beautiful scenes and where the conveniences of life are readily obtainable. In the villages there are many attractive sites for dwellings suitable for those whose business or inclinations require that they should live in easy communication with the city.

Although it is as a place of satisfactory residence that Milton has attained its best and most marked development, several important industries are conducted here. In 1728 the first paper mill was estab-



At the Junction of Blue Hill Parkway, Blue Hill Avenue and Brush Hill Road.
Mattapan.

lished in Milton, and there is now here one of the mills of Tileston and Hollingsworth, manufacturers of paper. In 1801 Bent & Company began in Milton the baking of water crackers and the business is now conducted as a branch of the National Biscuit Company. The Strangman Manufacturing Company, makers of builder's finish and carriages, and the Meagher Soap Company carry on their operations here. Granite cutting has long been an important industry in Milton. The stone for the Bunker Hill Monument was quarried in Quincy

but it was almost wholly cut in Milton. Now, Maguire & O'Heron have their granite manufacturing yard and in this the material for the Pilgrim's Monument at Provincetown was prepared. In 1765 a John Hannan manufactured in Milton the first chocolate made in the British Colonies, and in 1780 Dr. James Baker began the manufacture of chocolate and these men may be said to have been the precursors of the widely known firm of Walter Baker & Company, Limited, a part of whose large and very important plant is located in Milton.

NATICK

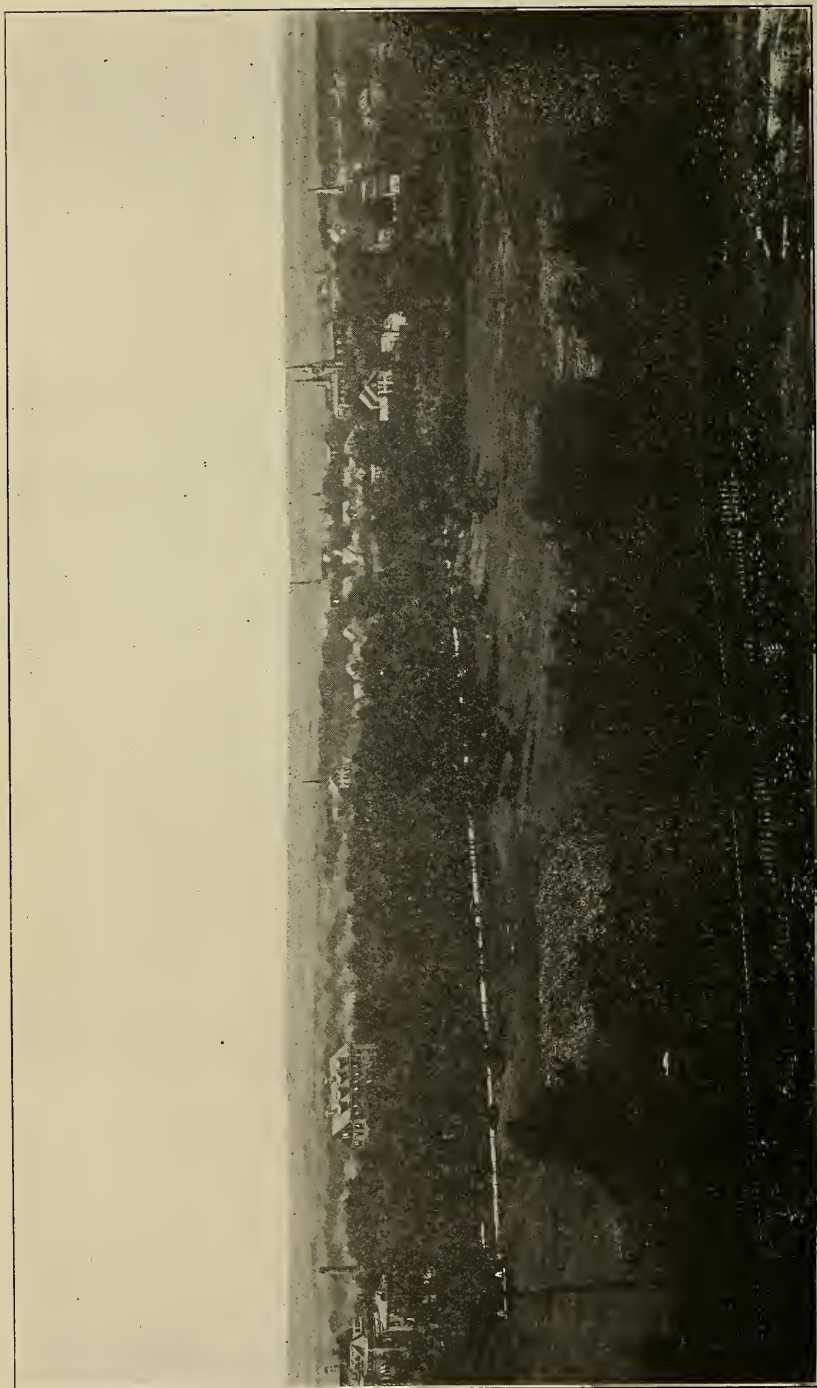
THE NATICK NUMBER of a Series devoted to the illustration of certain of the cities and towns adjacent to the City of Boston and the presentation, in brief accompanying text, of some suggestive facts concerning their advantages and development.

PUBLISHED IN BOSTON IN THE FALL OF NINETEEN HUNDRED AND NINE BY

THE EDISON ELECTRIC ILLUMINATING CO.

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A view of Natick from the top of Reservoir Hill.

The Town of Natick

IT is recorded duly that in 1631 the afterward famous Indian missionary, the Rev. John Eliot, then twenty-eight years old, came to America. Later, and about as soon as he had become able to speak and understand the Indian language he engaged in an attempt to effect that physical, mental and moral elevation of the aborigines which had been stated in the granted charter to be one of the objects of the Massachusetts Colony. Along toward the middle of the seventeenth century he had succeeded so far that it was evidently desirable that a definite place should be chosen where one

of his "bands of praying Indians" might meet to listen to his words. His choice was within the limits of the present Town of Natick. In South Natick there stands an oak tree under which Eliot is said to have preached and there a church has been erected to further mark the location as well as to serve as a modern and appropriate place of worship.

As these Indians, or at least some of them, made here their homes, Natick as a community began its existence as an Indian settlement and so, indeed, it remained until well along in the eighteenth century. It



The Soldiers' Monument and the Common.



The Roman Catholic Church on East Central Street.

was in 1650 that Eliot made his selection of location; in 1679 Natick was made a town. At first, and for several years, all the town officials were Indians; but along about 1733 whites were chosen to fill various positions of power and influence and by 1745 the Indians, as town officers, had altogether disappeared. There followed in due time their disappearance as inhabitants and now there is no memory even of their occupancy save as this memory has been perpetuated by the name of the town itself and the names of various localities or of natural features of the country. The later history of Natick has been similar to that of other neighboring towns, and valuable as this would be, its recital cannot be attempted in this place; but due record has been made in available histories that certain of its men

took important part in the struggles at Lexington and at Bunker Hill and served valiantly throughout the Revolution, while a monument on the Common commemorates the sacrifices and devotion of those who served in the Civil War.

At the present time Natick occupies an area of a little over sixteen square miles west of Boston and in Middlesex County. The population has grown to be nearly ten thousand while those entitled to vote number about twenty-six hundred. That the prosperity of the town has increased as its population has grown is shown by the assessor's valuation, which for 1909 amounts to nearly eight million dollars.

The Village of Natick is a station on the main line of the Boston and Albany Railroad eighteen miles from Boston. Over this road there are



The Congregational Church at Main and East Central Streets.



The Unitarian Church, West Central Street, Natick.

twenty-four trains daily out from Boston and twenty-three in from Natick; on Sundays there are ten and nine trains respectively. The single fare is forty cents while ten rides cost \$3.60 and the usual running time is forty-two minutes. Altogether there are three stations within the town. Natick is also connected by electric railways with South Framingham, with Cohituate, Wayland and Saxonville, with Needham, with Wellesley, Newton and Boston and by the Boston and Worcester line with these important cities and all the points between. On these various electric railways, as well as on that connecting the Villages of Natick and South Natick, the cars run at convenient intervals. Communication between Natick and Boston and with all neighboring places is attained without delay or difficulty.

The name of the town is an Indian word meaning "the place of hills" and this fairly indicates the topography of Natick. The central village, however, occupies in the main a broad and level plain; but this is surrounded by elevations of considerable altitude and along the slopes of some of the hills the village streets have crept. Walnut Hill north of the railroad may be mentioned as one such instance, and along the streets here as on so many others are many dwellings very attractive in appearance and conveying due indication of comfort, but varying in size and importance, while from the summit of the hill itself pleasing views are to be obtained. Crowning the crests of the hills over toward South Natick with their extensive views, or happily placed upon their gently ascending



The Station, Boston and Albany Railroad, Natick.



Building of The Morse Institute.



The High School Building, Natick.



In Clark's Block are many Stores and Offices.

sides, are several handsome and striking residences. From the hill on which is the reservoir may be obtained comprehensive views of Natick and its surroundings, and of the charming New England landscape. Pegan Hill, to the southeast, named after an Indian family once prominent in the affairs of the town, and forming the boundary between Natick and Dover, affords views no less extended and charming of the valley of the Charles as well as of many distant points of interest and beauty.

Lake Cochituate, so important a part of the Metropolitan System of Water Supply and lying in large measure in the central part of Natick, adds beauty and diversity to the landscape and so do various other bodies of water including several other lakes or ponds and the

Charles winding along under the shadow of Pegan Hill but turning further to the east soon after passing South Natick.

Important as the natural advantages of the town must seem to its residents and visitors it has others of due effect in promoting the comfort or pleasure of life within its borders. On the wide and busy thoroughfares near the center are many commercial structures, and in these besides offices are many stores in which may be purchased all the ordinary needs of the day. Here also are the offices of the institutions which provide banking facilities—the Natick National Bank, the Natick Five Cent Savings Bank and the Henry Wilson Co-operative Bank. Nearby is the building of the Morse Institute standing upon the birth place of Mary A. Morse who, dying



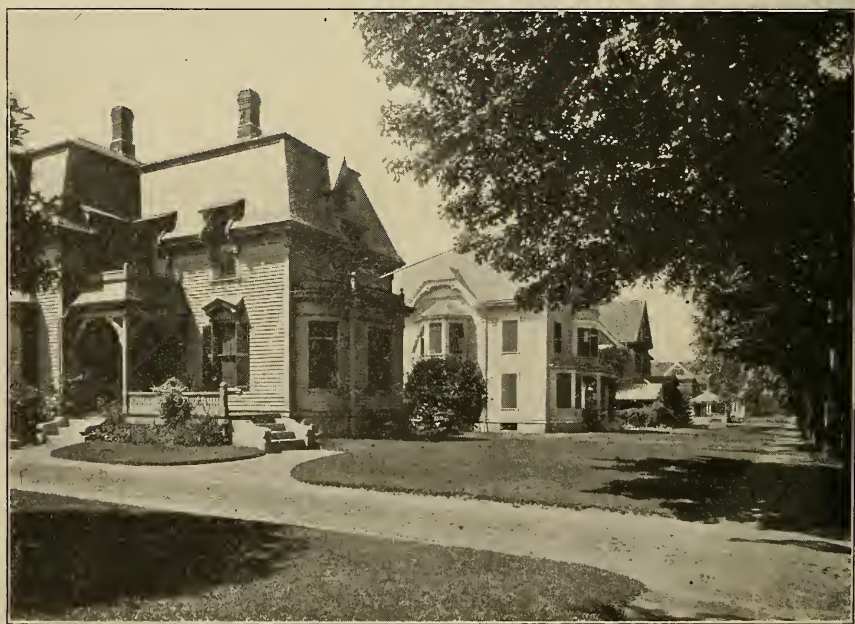
Masonic Block and other Business Buildings.



Another View in the Business Thoroughfares, Natick.



Some of the Pleasant Houses on Grove Street.



Residences on West Central Street, Natick.



One of the Buildings of the Walnut Hill School.



A few of the Homes on Washington Street, Natick.



Oak Grove School Building, Natick.



Shoe Factory of J. W. Walcott & Company.



The Works of the Pratt-Reid Shoe Company.

in 1862, left her entire estate for the foundation of a public library. In the building is now an admirably managed and satisfactory collection of books, while a Children's Department helps the youth of the town to early and proper literary cultivation. At South Natick the Bacon Free Library, with the historical collection and some relics together with its modern collection of books, serves a similarly good purpose. This library is due to a bequest of Oliver Bacon, who died in 1868.

At South Natick is the Natick Inn, providing accommodation for summer visitors or transient guests, and on one of the hills on the road leading to this village are the buildings of the Morse Hospital, an institution quite well equipped and so managed as to well fulfill its beneficent purpose. This owes its estab-

lishment and its endowment to a bequest of the late Leonard Morse.

The town supplies to its residents water of excellent quality and the distributing system is so thorough that the water is available throughout the town while the hydrant service secures an adequate supply for fire protection. The source of the water is an artesian well near Lake Cochituate whence it is pumped into a cement covered reservoir on a hill so high that gravity gives sufficient pressure for all ordinary purposes. Three weekly newspapers publish local news and comment. Gas for cooking as well as for illumination is furnished by the Natick Gas Light Company and in part the streets of the town are lighted by gas.

Other streets are lighted by electricity until three in the morning, except on moonlighted nights, by The



The Shirt Factory of E. Edwards & Son.

Edison Electric Illuminating Company. This Company also furnishes electricity for the illumination of residential and commercial structures, as well as for power, at its standard rates as established throughout the thirty-three cities and towns it supplies with electric current. The service of the company is continuous during every hour of every day in the year.

Educational facilities are afforded in Natick by forty-one public schools including one high school. These all maintain the high educational standard for which the schools of Massachusetts are noted so justly, while the physical welfare of the pupils is a part of the care taken by the school officers. In all there are ten public school buildings. Furthermore, the widely known Walnut Hill School is located in

Natick and this prepares young women for college, or for other duties of life, in a manner which has attracted the favorable attention of the presidents of several of the women's colleges. There are nine church edifices in Natick and while some of these are important as buildings, all in convenience of location and manner of construction, meet the requirements of members of the congregations and attendants upon the services. There are two Congregational, two Unitarian, two Roman Catholic churches and one Baptist, one Methodist and one Episcopal edifice within the limits of the town.

The town is very well policed, the force being efficient and adequate for the protection of person and property and for the preservation of good order. The fire department

is also unquestionably efficient and the apparatus consists of two steam engines, two hook and ladder trucks, three hose carts and four hose wagons. Chemical hand extinguishers are carried as well as other proper equipment. The town is extensively sewered, the sewage being conducted and pumped to filter beds near to the similar beds owned by Framingham. The sewage is disposed of thoroughly and inoffensively while the corn grown on the enriched soil of the filter beds not only aids in keeping the beds in proper condition for their purposes but produces an appreciable revenue.

The Coolidge Athletic Grounds, presented to the town by one of its public spirited citizens, afford opportunity for outdoor recreation with its base ball and foot ball fields. Dug Pond, so called because of the ap-

pearance of its natural shores, was formerly a part of the Metropolitan System of Water Supply; but on it is now permitted boating and fishing and swimming. The surrounding park consisting of nearly fifty acres of woodland is a further attraction. On the Charles River canoeing and other sports are pursued in due season. At South Natick there is a park very beautiful in plan and construction presented to the town by the children of the late H. Hollis Hunnewell.

The Village Improvement Society is active in promoting the good appearance of the streets, while these are bordered with beautiful old trees which enhance their beauty. Roads traverse the town in all directions and these may well be regarded as an important attraction, with their picturesque surroundings and good



Shoe Factory of Johnson, Dale & Aldrich.



Factory of the Natick Box Company.



Shoe Factory of W. F. Pfeiffer Company, South Natick.



Buildings of the Morse Hospital.

surfaces and whether they be used as means of inter-communication or for pleasure driving or automobiling.

Within the town many homes have been established—some imposing in appearance and important in size of buildings and of the surrounding grounds, but at several points there exist opportunities for the creation of other home estates possessing equal beauty and accessibility and advantages similar to those which have attracted others. Elsewhere in the town are smaller but attractive looking and obviously duly comfortable homes, mainly on the village streets—within desirably convenient distance of the steam and electric railways. Notable as has been the growth of Natick as a place of residence, its further and greater development in this respect is assured because of its possession

of so many natural and contributed advantages as well as because of the attractive character of locations for dwellings available and the further fact that whatever may be the size of the home the necessary expenditures for its maintenance would be smaller than they would be in the large city. The industrial development of Natick has been no less marked. Located here are the Pratt-Reid Shoe Company, giving employment to many hands; J. W. Walcott Company, Brennan Boot and Shoe Company; Johnson, Dale & Aldrich; Murphy Boot and Shoe Company; Sheldon Brothers Company—all manufacturers of footwear with works located in Natick village; E. Edwards & Son and Randall Brothers, manufacturers of shirts; and Harwood & Son, base ball manufacturers, are at Natick and here is the

factory of the Natick Box Company. At North Natick is the shoe factory of Walter F. Felch & Company and at South Natick are the works of William F. Pfeiffer Company and of Schneider Company, both manufacturers of shoes. The importance of the manufacturing establishments of Natick is further indicated by the statement in the latest available State Report on the Statistics of Labor that in 1906 nearly a million of dollars was employed as capital devoted to production; that the value of the goods made in Natick was \$4,168,421.00 and that over seven hundred thousand dollars were paid to an average number of 1,426 wage earners. Several nursery men conduct their operations in Natick and among these may be mentioned Robert C. McGovern and Robert Montgomery while here are the

Waban Rose Conservatories, one of the largest growers of roses in the world.

In Natick and near the railroad lines are large tracts of land available and quite suitable as sites for manufacturing plants or commercial buildings. The freight facilities are excellent and Boston is the billing point. Five hundred or so persons living in the town or within the neighboring territory reached by the electric and steam railways could be secured to work the entire year while other operatives newly coming here would find ample opportunity to make their homes among congenial neighbors, amid pleasant surroundings and under conditions which would promote their reasonable content. Possibly because of the present predominance of the shoe industry other manufacturers of



The Natick Inn at South Natick.



The Unitarian Church, South Natick.



The Bacon Free Library, South Natick.



In the Old Town Park at South Natick.

similar goods would find Natick best suited to meet their requirements; but, indeed, a manufacturing industry of almost any kind would find that its needs would be met here satisfactorily. The officials of the town could be relied upon to lend their co-operation to the owners or managers of any manufacturing or commercial enterprise seeking a new location for operations or in-

tending removal and so could the Commercial Club of Natick, which is composed of business men and active in measures intended to help the town to greater prosperity. Any inquiry addressed to the latter as to the advantages of the town or as to sites for factories, or attractive locations for dwellings, would have immediate attention and prompt response.



NEEDHAM

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The Town Hall at Needham.

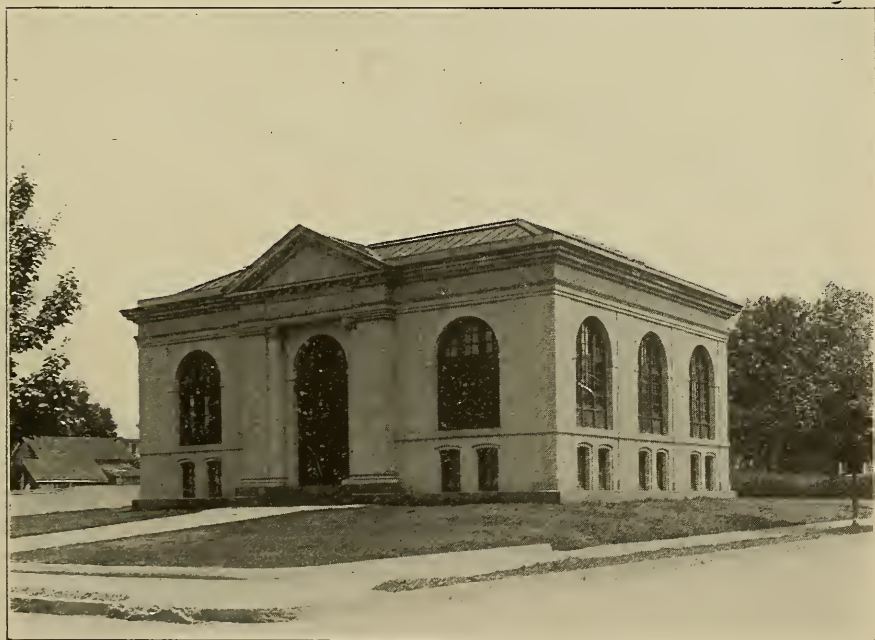


The Needham High School Building.

The Town of Needham

WITH certain portions of its territory occupying the highest land between Boston and Woonsocket, Needham is twelve miles southwest of Boston on the Boston Division of the New York, New Haven and Hartford Railroad, and on the Boston Division of the Boston and Albany Railroad. Within the town there are stations on these railroads at Needham Junction, Needham, Needham Heights and Charles River Village. On the New York, New Haven and Hartford road there are thirteen trains daily in each direction between Boston and Needham with four out

from Boston and five in from Needham on Sundays. The single fare is twenty-five cents, while five rides cost \$1.15, twelve \$1.60 and twenty-five \$4.00. The usual running time is twenty-nine minutes to Needham, thirty-two to Needham Heights and twenty-six to Needham Junction. On the Boston and Albany Railroad there are twelve trains from Boston to Needham and fourteen in daily and on Sundays one and four respectively. While the service by these lines of steam railway makes Needham so readily accessible, electric railways, with cars running at convenient intervals, connect the town



The Public Library at Needham Heights.



The Congregational Church at Needham.



Some of the Stores and Great Plain Avenue Beyond.

with Newton, West Roxbury and Boston, and with Wellesley, Natick and South Framingham.

The growth of Needham since its incorporation in November, 1711, has been continuous, but since needed and important improvement was made in the transportation facilities a few years ago and the traveling time between Boston and Needham shortened materially this growth has been relatively and noticeably rapid. Now the population is approximately five thousand, and those entitled to vote number a little less than one thousand. The

assessed valuation has grown to be \$5,655,547.00, while the area of the town amounts to twelve and seven-tenths square miles.

The air of Needham is dry and invigorating and to this, as well as to other favorable conditions, may be attributed the recognized general healthfulness of the town. The broad meadows or plains and the many hills, attaining varying altitudes from two hundred to two hundred and sixty feet, give variety to always attractive surroundings. The well kept streets are pleasant thorough-



The Roman Catholic Church at Needham.

fares, and these with the good roads throughout the town, afford opportunity for enjoyable and extended drives or trips by automobile. Further attractions are the abounding beautiful trees, while the Charles River, which makes in the main the boundaries between Needham and Dover and Dedham on the south, and Newton on the east, adorns the southern and eastern portions of the town.

In addition to its natural advantage, in Needham are presented facilities for comfortable living and



The Unitarian Church at Needham.



At Fair Oaks Park, a New Residential Section.



A Few of the Attractive Dwellings, Cleveland Road.



The Baptist Church at Needham.



A Suggestion of the Pleasant Homes on Alfreton Road, Needham Heights.



One Factory of William Carter Company, Highland Avenue.

the convenient transaction of business. There are stores in which supplies of various kinds may be obtained. There are twenty-three public schools including the high school, all maintaining the high standard characteristic of the schools of the State and in the town there are eight school buildings. Two weekly newspapers give the interesting news of the locality. There are Unitarian, Baptist, Methodist, Congregational, Roman Catholic, Christian Science and Episcopal churches, the edifices being well adapted in construction and location to meet the requirements of members and the congregations. About seventy acres owned by the town are reserved about the source of the water supply to prevent any possible contamination and this acreage is awaiting development as a park or public playground. At Needham Heights, where efforts to further improve the natural advantages and to enhance the scenic beauty have met with notable success, there is a Cricket Club with grounds contributed and maintained by Mr. William Carter, whereon both cricket and other



The Methodist Episcopal Church, Needham Heights.

games may be played. At Needham Heights, also, is the handsome Public Library with its comprehensive collection of useful and interesting volumes.

The streets of Needham are lighted by electricity until one o'clock on other than moonlight nights under a twenty-year contract with The Edison Electric Illuminating Company. This Company also furnishes electricity for the illumination of residential or commercial structures, as well as for power, at its standard rates as established throughout the

thirty-three cities and towns it supplies with the electric current. The service of the Company is continuous every hour during every day of the year.

Water of exceptionally fine quality is supplied by the town. This comes from a flowing spring which has been opened to a depth of twenty-two feet and similar width. The supply is plentiful, while the pumping station and the stand pipe together with the good distributing system make the water generally available. The numerous hydrants help the excellent fire department to render thoroughly efficient service.

Many handsome residences occupy suitable locations at the center and Needham Heights, while there are numerous smaller dwellings comfortable and attractive in appearance on the several pleasant residence

streets and roads. In Needham there has been considerable building activity during late years, but there remain abundant opportunities to obtain attractive and appropriate sites for the erection of other dwellings of such size as may be wished or to acquire those completed already for sale or rental. The accessibility of the town, its natural advantages and beauty and its possession of desirable facilities and conveniences are other present and potent reasons for its development. While the growth of Needham as a place of homes has been so satisfactory to many interested in its welfare, its selection as a location for industrial enterprises also has been marked. At Needham Heights, on Highland Avenue, is one of the large factories of William Carter Company, manufacturers of well-known woolen and



Factory of J. Mosely & Company, Needham Heights.



A Little of Rosemary Lake with William Carter Company Factory No. 2.



The Railroad Station at Needham.



On the Walker-Gordon Laboratory Farm, Charles River.

cotton underwear. Another large factory of the same Company is at a little distance facing the beautiful Rosemary Lake and situated in improved surroundings amid scenes of unusual and natural charm. At Needham Heights, also are the factories of J. Mosely & Company, J. F. Brooks Company, J. B. Thorpe & Company and Roper Brothers, all manufacturers of knit goods; Hopewell Railroad Supply Company, makers of signal systems; Edward E. Dailey Paper Company, makers of paper boxes; Frank W. Gorse and William Gorse, both makers of surgical bandages. At the center are the factories of William H. Wye and of the G. E. Wye Company, makers of knit goods and of the Galen Orr Company, hinges and hardware specialties. At Charles River the Walker-Gordon Laboratory Company have one of

their many established farms with sanitary barns and other buildings.

Within the town, but more particularly at Needham Heights, are many acres of land quite suitable and available as sites for manufacturing or business buildings within convenient distance of the railroad. The freight facilities are admirable now, but these will be even better when the connections by the Boston and Albany Railroad are improved as they must be to meet the further growth of demand. The billing point is Boston. Those who may be regarded as truly representative of the business interests of the town will be glad to lend their cordial co-operation to managers or owners of other manufacturing enterprises seeking new locations and wishing to avail themselves of such advantages as are presented in Needham.

NEWTON

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The Newton Hospital at Newton Lower Falls.

The City of Newton

AN intention to preserve and to improve all conditions tending to make Newton increasingly desirable and more and more charming as a place of residence must have been shared by its authorities and its citizens through many years or generations. Otherwise, and if the residents and their officers had not been animated by so well directed a public spirit, the City would not have been developed so remarkably and along such happily chosen lines. Nature was not niggardly in its endowment of the land now comprised within the limits of the

City. The scenery is of marked and varied though always quiet charm. There are many elevations of different heights and numerous water courses, while the remaining forest trees and several lakes or ponds add further and a pleasant diversity to the topography. The Charles flowing for eleven miles or so along the southern and western boundaries so far enfolds the City in an embrace of beauty. All the territory of the present City, about eighteen square miles in extent, had natural preparation for its future use and ultimate destiny as



The City Hall, facing the Wide Thoroughfare Washington Street.



The Vine-embowered Building of the Newton Library.

the site of a municipality bearing so aptly, and so worthily, its conferred appellation, "The Garden City of the Commonwealth."

The settlement of these parts was begun in about 1630 and in 1631, New Town, one of the earlier towns within the Colony, was established on the north of the Charles River. In 1635, the territory on "The south side of the Charles" or Nonantum, and now included in Newton, Brighton, and a part of Brookline, was added to the "New Town," which in 1638, and when Harvard College was founded, became Cambridge. In 1660, the first Meeting House in the more southern district of the then town was constructed on Centre Street and in 1664 the first

church was organized. The inhabitants quite reasonably objected to the further payment of church rates to Cambridge, and after considerable agitation, there was a practical separation in 1679. Newton thus had its beginning, and like other Massachusetts towns, with the church as the nucleus of the settlement and the center of municipal interest. It was not, however, until 1688 that Newton was incorporated and then its name was Cambridge Village, or, as sometimes called, "New Cambridge," until late in 1691 when it was ordered by the General Court that it should be known in turn, as New Town. Thereafter, and for many years, the spelling of the name varied in usage, but in 1766 the then Town Clerk entered



A View in Farlow Park at Newton.



The New Technical High School at Newtonville.



The High School Building at Newtonville.



Station of the Boston and Albany Railroad, Newton.

Newton in his records and this form has prevailed. The community was at first mainly devoted to agriculture, although mills were established early where the river furnished power, and the growth in population was slow until the advantages of the locality became gradually better known. By 1873, however, the number of inhabitants had increased sufficiently and an act to incorporate the city was passed by the legislature and duly accepted by the town. As ascertained by the State census of 1905, the population had grown to 36,827, representing an increase of over thirty-three per cent in the single decade then ending. At that time the legal voters numbered 7,821. It is estimated that in 1909 the population has become over 39,000 with a corresponding increase

in the number of voters. Due growth in material prosperity has accomplished the increase in residents and in dwellings. The assessed valuation, as for 1908, amounted to over sixty-nine million dollars, on real estate \$50,984,650.00, on personal estate \$18,162,950.00.

A line drawn upon the map and passing through the more thickly settled points, or named villages included in Newton, would represent perhaps half of a nearly exact oval with its rounded extremity where the Charles forms the city's western boundary. Along the lines of this half oval pass the tracks of the railroad which secures for Newton such ready communication with practically all of the habitable world. Newton, Newtonville, West



Some of the Buildings of the Theological Institute, Newton Centre.



Grace Church, Protestant Episcopal, at Newton.

Newton, Auburndale, and Riverside are all stations on the main line of the Boston & Albany Railroad. Chestnut Hill, Newton Centre, Newton Highlands, Eliot, Waban, Woodland, and Riverside where the tracks converge, are stations on the Highland Branch of the same railroad. A little below the line of the half oval are Newton Upper Falls and Newton Lower Falls, separated by three miles or so of the flowing Charles, the latter of the two places connected with Riverside by another branch of the railroad. The tracks of the railroad in the main or as they pass through the more populous parts of the city are depressed and crossings are made over proper bridges

while fortunately many of the station buildings are attractive enough or set in grounds handsome enough to serve as appropriate entrance ways to the various parts of the Garden City. To Newton Station, seven miles by rail away from the Boston terminal, there are forty-four trains from Boston daily and thirty-nine into that city, and on Sundays there are sixteen in each direction. The single fare is thirteen cents; twelve rides cost \$1.05, and the average running time is eighteen minutes. Riverside is eleven miles by rail from Boston, while the distances to the other mentioned stations vary slightly and the rates of fare and the running times differ accordingly; but to and from each place



Our Lady, Help of Christians, Roman Catholic Church.



The Fire Department Station at West Newton.



Houses in Newton Centre from across Crystal Lake.



Business Buildings, Nonantum Square, Newton.

there are frequent and convenient trains. Cars on electric railways not only run between one portion of the city and another, but from Newton to Boston via Brighton; to Waltham; to Watertown; and so again via Cambridge to Boston; to Brookline; to Needham; to Wellesley, Natick and South Framingham. From Newtonville, West Newton, Auburndale and Riverside there is similar transportation. From Newton Centre, Newton Highlands, Waban and Newton Lower Falls the electric cars run to Boston over the Commonwealth Avenue Boulevard. From Newton Upper Falls the cars run on Boylston

Street and over the Boston and Worcester lines to these cities and the places between.

As the city has developed, facilities and utilities have been introduced duly and its stores have multiplied until these latter are now so numerous, so conveniently located and so well prepared to render proper services that the residents of Newton are not at all dependent upon any other place for the supply of household or personal necessities.

All the professions moreover are well represented. The financial or fiduciary institutions here are the First National Bank at West Newton; the Newton Trust Company, with offices at Newton Centre and at Newton; the Newtonville Trust Company; the Newton Savings Bank; the Newton Centre Savings Bank; the West Newton Savings Bank, and Cooperative Banks at Newton, Newtonville and West Newton. Four weekly newspapers



The Methodist Episcopal Church at Walnut Street and Newtonville Avenue.



Unitarian Church of The Channing Religious Society.



The Eliot Church, Congregational Trinitarian, Newton.



Central Church, Congregational Trinitarian, Newtonville.

are published. Among the several establishments providing employment are the Silver Lake Company with its cordage mills at Newtonville; the Gamewell Fire Alarm Telegraph Company; Phipps and Train, silk mills; the Saco-Petee Machine Shops at Newton Upper Falls; W. S. Cordingly and Son, shoddy manufacturers and C. F. Crehore and Son, paper makers, at Newton Lower Falls. Gas for illuminating and cooking is supplied by the Newton and Watertown Gas Light Company, and the streets are lighted in part by gas.

In other part the streets of Newton are lighted by electricity, the principal ones all of every night and some until twelve-thirty at night,

under a five-year contract with The Edison Electric Illuminating Company. This company also furnishes electricity for the illumination of residential or commercial structures, as well as for power, at its standard rates as established throughout the 33 cities or towns it supplies with the electric current. The service of the company is continuous during every hour of every day of the year.

Water of purity attested by careful and authoritative analyses is supplied throughout Newton. By means of the works owned by the city the water, in generous quantity is made available by all but a very small fraction of the population. The pressure maintained throughout the twenty-four hours never varies more



Some of the Dwellings on Kirkstall Road, Newton.



One of the Larger Residences, Newton.



Homes on Burnham Road, Newton.



A Residence on Oak Hill, Newton.

than a few pounds. The unfailing source of supply is a covered collecting gallery near the banks of the Charles where this forms the boundary line between Newton and the town of Needham, while a large reservation protects the water from any possible contamination. Thence it is pumped directly to the circulating system, the surplus reaching a reservoir on Waban Hill, while the distributing pipes have an aggregate length of one hundred and forty-three and one-half miles. The service pipes in use equal nearly ninety miles in length and eighty-seven and six-tenths per cent of the services are metered. There are one hundred stand pipes to supply the street watering carts, numerous watering troughs, several bubbling drinking fountains and nearly one

thousand fire service hydrants. The city is well protected by sewers, for there are nearly one hundred and seven miles of sewer conduits and pipe. Over eighty-three per cent of the sixty-six hundred houses in Newton have sewer connections and the sewage is discharged into the trunk sewers of the South Metropolitan System. There are, moreover, over fifty-six miles of drains or drainage pipes for the removal of surface water.

Protection against loss by fire in Newton is afforded by an efficient department with apparatus, horse-drawn and consisting of a steam fire engine with its house at Newton; one hook and ladder truck and one hose wagon at Newtonville; one steam fire engine and one chemical engine at West Newton; one



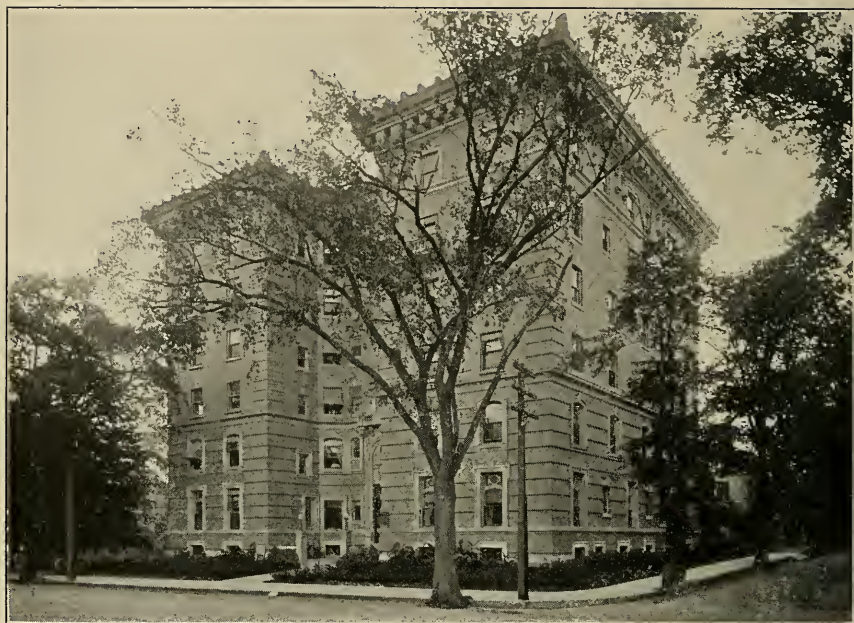
Church at West Newton of The First Unitarian Society in Newton.



Present Edifice of First Baptist Church in Newton Society, Organized 1780.



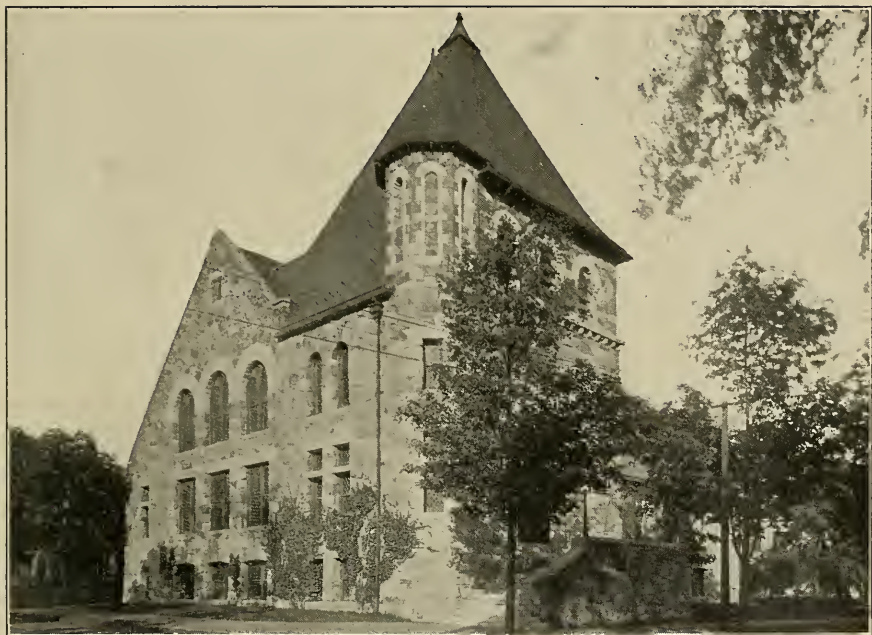
The Bank Building at Newton.



Vernon Court Apartment Hotel at Newton.



The Associates' Business Block at Newton.



Newton Centre Methodist Episcopal Church.

steamer at Newton Centre; one hose wagon at Newton Upper Falls and another at Newton Lower Falls; one hook and ladder truck at Newton Highlands; one chemical engine at Chestnut Hill; one hose wagon at Auburndale and another at Nonantum. Good order is preserved in Newton by the will and morals of the inhabitants, but any necessary protection of person and property is given by an excellent police force suitably officered with an adequate number of uniformed men. Other departments of the government are alert in enforcing measures intended to protect the interests of the city and the general welfare. Due inspection is made of milk and supplies and weights and measures. The erection of dwellings or other building so notable

in number and amount during recent years, proceeds only after due investigation and the issue of permits. Under direction of the Forest Commissioner the stately and beautiful shade trees and the woodland areas are protected from the ravages of moth and other insect pests. Moreover in Newton the unfortunate and the poor have such enlightened care as may be extended without pauperizing them and the Board of Health is active in its protective duties.

The streets and roads of the city, in their character and condition, may be regarded as important among the good reasons for extended civic pride in Newton. At the beginning of 1909 there were one hundred and forty-one miles of accepted streets and sixty-two then

as yet unaccepted. The surfaces of these streets are varied to best adapt them to bear the expected traffic, but all are so maintained as to enable them to perform their useful purpose as avenues of communication or to serve as pleasant driveways in picturesque or beautiful surroundings.

The Newton Hospital is an institution of importance, occupying buildings, attractive in appearance and well planned and constructed, standing upon an elevation on Washington Street, near Newton Lower Falls. In 1881 the Newton Cottage Hospital was incorporated; but in 1894 its present more comprehensive and more accurately representative name was adopted. The first two small buildings of the Newton Hospital were opened in

1886, but the earlier contributions of public-spirited and generous citizens have been supplemented by later gifts and extensions and other buildings constructed. The various wards in their pavilions have suitable and adjoining service rooms while together with the operating rooms these are furnished and equipped to meet modern and recognized requirements. A Nurses' Home and Training School of far-reaching good is connected with the institution. The hospital is governed by a Board of Trustees and it is supported by voluntary contributions, its earnings from pay patients and by the proceeds of a small endowment.

The Newton Free Library may be said to have had its beginning when the Newton Book Club was



Bradford Court, Another of the Modern Apartment Houses.



The Immanuel Baptist Church at Newton.



The Roman Catholic Church of the Sacred Heart at Newton Centre.

organized in 1848. After private subscriptions had made this possible, the present site of the Library was purchased, and the building erected in due time. This was dedicated in June of 1870. Later the institution and its maintenance were assumed by the city, the formal transfer being made in 1876. The volumes in the Library number about 72,000, and a large number of periodicals are received regularly. While extended use is made of the reading rooms and the reference books, the volumes delivered for home reading or study numbered 247,740 in 1908. Branch reading rooms and reference libraries are maintained at West Newton, Auburndale, Newton Centre, Newton Upper Falls, Non-

antum, Newtonville, and Newton Highlands.

The schools of Newton commend themselves to the residents as they should to all interested in the true welfare of the men and women of the future. The continuing debt of the city to itself in this respect is well met, and its obligation fulfilled to enable its children and youth to fit themselves to bear their parts well in life and to become useful members of the community. Under the direction of the School Committee of the city and the Superintendent the schools are maintained at a cost representing about thirty per cent of the total municipal expenditures. The State Board of Education reports that there are one hundred and fifty-five public



Bray's Block, with its Stores and Offices at Newton Centre.



St. Mary's Church, Protestant Episcopal, Newton Lower Falls.

schools in Newton, including the High School. There are twenty-five public school buildings, and many of these are modern brick structures of impressive appearance. In the schools a high educational standard is maintained adapted to the varying grades and to the different ages of the nearly seven thousand enrolled pupils. Manual training and the domestic arts are part of the curriculum, while there is proper physical training and the general well-being of the student has due attention. Evening schools are also conducted. In addition to the schools as numbered above, a new Technical High School has been established at Newtonville, in which there are fine arts as well as commercial courses. In addition to these public schools there are one

parochial school and several private schools of high grade. The Newton Theological Institute, with its group of buildings at Newton Centre, is an important institution established in 1825.

In such a residential community as that of Newton, of high ethical standards and inheriting the traditions of the ancient town organization, when the church, or the meeting house, was a civic as well as a religious institution and its administration closely identified with that of the town, an increase in the number of devotional edifices must be regarded as of at least equal importance with growth of population and advance in material prosperity, and the increase has come in Newton. Some of the church edifices are notable and excellent examples

of modern ecclesiastical architecture; some are imposing in size, while some are placed in carefully chosen or improved surroundings. Therefore these structures are gratifying additions to the beautiful or important aspect of the streets of Newton while, moreover, it may be said that in design, construction, and situation, all these churches well meet the requirements of members of the societies and attendants upon the services. Of the forty churches now in Newton five are Baptist, seven Congregational, eight Episcopal, seven Methodist Episcopal, five Roman Catholic, four Unitarian, one Union Evangelical, one Second Advent, one Swedenborgian, and one Universalist.

The Associations connected with the various churches are not only active in good works but they increase the pleasures of social life in Newton or give opportunity for its exercise. There are numerous other societies, and several clubs, some with literary cultivation or other special objects within their aim as well as social intentions. The fraternal orders are locally well represented and so are the large or national patriotic societies. The Newton Club is a social organization of importance with a thoroughly well-appointed club house. The Hunnewell Club is a social neighborhood club also of importance, and so is the Players, while the latter gives plays, enacted by the members, in its own house at West



Church of the Messiah, Protestant Episcopal, Auburndale.



A few of the Pleasant Homes at Waban—on Pine Ridge Road



The Silver Lake Mills at Newton.

Newton. There are many halls in which entertainments or large social functions may be given. The Young Men's Christian Association, organized here in 1877, not only presents opportunities for the extension of proper good fellowship, but its gymnasium and classes in physical training, its reading rooms, and business courses superintended by business men of the city are of great benefit. The Newton Boat Club is a popular organization, with its quarters on the Charles at Auburndale. On the river here and at Riverside over three thousand canoes and some sixty power boats are in use at proper seasons. The Newton Golf Club, the Albemarle and the Woodland maintain satisfactory golf courses. The Commonwealth Country Club,

with its eighteen-hole golf links on the northerly and westerly slopes of Waban Hill, has also tennis courts and provides winter sports while the view from the verandas of its club house is one of unusual extent and charm. The Brae Burn Country Club at West Newton is one of the most distinguished of such organizations with its noted golf course of eighteen holes, its tennis courts, skating pond and thoroughly equipped club house.

Within Newton are over four acres of the Hemlock Gorge Reservation with its very remarkable natural beauties and over one hundred and ninety acres of the Charles River Reservation with its drive-ways tree-lined and so pleasantly surrounded. In addition the city maintains over one hundred and



Plant of the Saco-Pettee Manufacturing Company at Newton Upper Falls.



A View from Weston Bridge, over the Charles, at Riverside.

seventy three acres of parks or playgrounds. Farlow Park is a beautiful and duly improved city pleasure ground, at Newton. At the Newton Centre playground, at Cabot Park and Claflin Field, are fields for base-ball and foot-ball, running tracks and apparatus for athletic exercises, all providing enjoyable as well as healthful occupation for the leisure of the students and youth of the city. Nye Park at Auburndale has been developed and improved and there are many other pleasant city breathing places. The streets and roads of the city, so well maintained and extending for so many miles through picturesque and beautiful surroundings, are inviting to those seeking recreation a-wheel or a-foot, while Commonwealth Avenue, one hundred and

twenty feet wide and running for five miles or so through about the centre of the city presents a park-like aspect as well as excellent driveways.

The various advantages of Newton, natural and introduced, have of course led to the establishment of the many homes which are, in themselves, so potent present attractions of the city. In the Oak Hill district and other outlying portions of the city are many residences, some presenting the characteristics of country houses and some almost palatial standing in spacious grounds duly adorned. In such newly settled villages as Waban and other recently developed portions of the city or on long country roads, are pleasant houses of suburban type, while in all the older



The Station, in its Garden-like Grounds, at Auburndale.

villages, on street after handsome street, are homes widely varying in size and degree of visible importance but all good to look upon and duly suggestive of attained comfort. These homes vary as widely in mode and material of construction, and in size and amount of surrounding ground, as they must, inevitably, in cost of maintenance. Apartment houses and apartment and other hotels present their conveniences. Indeed, practically any inclination as to immediate environment or scope of household expenditure may be followed in Newton, and amid chosen good neighbors, to a satisfactory conclusion.

Not least among the many advantages of Newton is the fact that

its people have had the good fortune to obtain, or have been wise enough to secure, a government composed of public-spirited men heartily interested in the present and future well-being of the city and representing the finest civic aspirations. In turn, the elected and appointed city authorities are fortunate in that in their efforts to advance as they may and to protect the best interests of the community they are duly sustained by proper public opinion and worth-while influence. No less, they are fortunate, as was acknowledged in a recent address of importance, "in being called to official duties in a community where only the highest motives of service are expected."

NORFOLK

THE NORFOLK NUMBER of a Series devoted to the illustration of certain of the cities and towns adjacent to the City of Boston and the presentation, in brief accompanying text, of some suggestive facts concerning their advantages and development.

PUBLISHED IN BOSTON IN THE FALL OF NINETEEN HUNDRED AND NINE BY

THE EDISON ELECTRIC ILLUMINATING CO.

39 BOYLSTON STREET, BOSTON, MASSACHUSETTS.

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On the Street Leading from the Railroad Station.



The Town Hall at Norfolk.

The Town of Norfolk

THE pleasant territory of the present Town of Norfolk was settled early and for many years it was known, or a large part of it, as the North Parish of Wrentham; but in 1870 the town was given a separate existence by due incorporation and then its own government was organized. Very favorably situated in the southwestern part of Norfolk County the town occupies an area of high and hilly country comprising nearly fifteen square miles. It extends from Medfield and Millis on the north to Foxboro and Wrentham on the south; from Walpole on the east to Franklin on the west. The

fertile lands of the town are largely devoted to farming, and quite naturally they are but sparsely settled. The population, however, amounts to about eleven hundred while nearly three hundred are entitled to vote. The assessed valuation of the town is nearly six hundred thousand dollars.

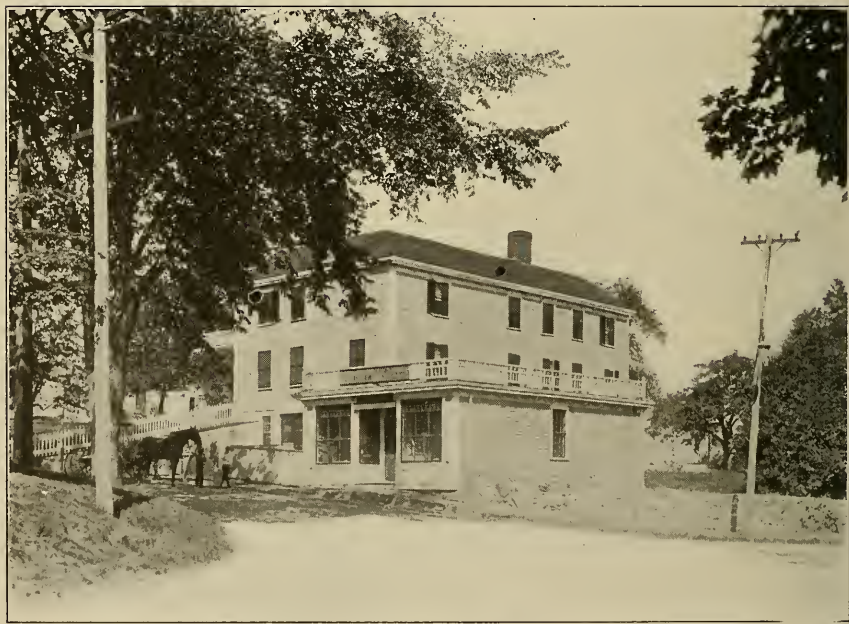
Within the town there are three stations on the Midland Division of the New York, New Haven and Hartford Railroad—at Norfolk, City Mills and Highland Lake. To Norfolk, twenty-three miles by rail from Boston there are nine trains out from Boston and seven in from Norfolk



The High School Building, Norfolk.



The Congregational Church, Norfolk.



The Post Office and Store and adjoining Dwelling.



The Baptist Church, Norfolk.



Mills of the American Felt Company, City Mills (Norfolk.)



Works of J. F. Wall & Son, near Highland Lake, (Norfolk.)

daily and on Sundays five in each direction. To City Mills there are seven trains daily to and from Boston; on Sundays five out and four in. To Highland Lake there are six trains daily in and out of Boston; on Sundays five in each direction. The single fare to Norfolk is forty-five cents and five-trip tickets cost \$2.20; to City Mills, twenty-five miles by rail, the single fare is fifty cents and five-trip tickets cost \$2.35; to Highland Lake, twenty-two miles by rail, the single fare is forty-five cents and five rides cost \$2.10. The average running time to Norfolk is fifty minutes; City Mills sixty-two minutes; Highland Lake fifty-five minutes. Those who desire to travel to or from Boston by way of Franklin find there more frequent trains while some of these are express trains making the journey

in considerable less than the average time.

At Norfolk Village and at City Mills there are post offices and stores. There are five public schools in the town including the High School, as reported by the State Board of Education, and there are two school buildings; the one at Norfolk containing the High and the Grammar Schools and providing quarters for the Public Library. Behind the High School is a Common and in the immediate neighborhood a tract of land hired by the town for the purpose gives opportunity for baseball and other games and for outdoor athletic exercises. At Norfolk there are Baptist and Congregational churches. There is a local Grange of the Patrons of Husbandry and this adds materially to the social life of the town. A combination chem-

ical and hose wagon with its house at Norfolk and a hook and ladder truck and a combination chemical and hose wagon at City Mills afford protection against loss by fire.

The streets of Norfolk are lighted by electricity until twelve-thirty on other than moonlighted nights under a ten year contract with The Edison Electric Illuminating Company. This Company also furnishes electricity for the illumination of residential and commercial structures, as well as for power, at its standard rates as established throughout the thirty-three cities and towns it supplies with the electric current. The service of the Company is continuous during every hour of every day in the year.

The Norfolk Woolen Company has its plant at Stony Brook; the American Felt Company conducts

its operations at City Mills and gives continuous employment to many people. J. F. Wall & Son, makers of building papers, have their mill near Highland Lake. Any manufacturer intending removal or seeking a new location would find that the conditions in the town are favorable to the economical and convenient conduct of operations. The railroad and the three stations, each of the latter with a siding, afford excellent facilities for the receipt and shipment of freight, and the billing point is Boston. There are many good sites near the railroad suitable for factories or business buildings. While the service could be secured of some work people already living here, others newly coming, would be enabled to make their homes in pleasant surroundings and near congenial neighbors.



Plant of the Norfolk Woolen Company at Stony Brook, (Norfolk.)



Looking across Highland Lake toward the Railroad Station.

The general altitude and dry and invigorating air promote the healthfulness of Norfolk and give its residents freedom from the troubles so apt to afflict dwellers in lower-lying places. The hills moreover attaining considerable additional elevation afford wide and pleasing outlooks while many good roads well maintained make driving a pleasure. Highland Lake at the east, Populatic Lake forming in part the boundary between Norfolk, Franklin and Medway; Kingsbury Pond and other lakes and ponds add diversity and their charm to the landscape. Many have found seasonable enjoyment and due benefit in their summers spent in the town, and others similarly inclined can find camping opportunities near the shores of Highland Lake or Kingsbury Pond or accommodation in private houses.

Several large home estates have been established at various points and while these are not only important additions to the charm of the town, they may be regarded as an unmistakable indication of one phase of the inevitable development of this attractive and picturesque country. Sites quite as favored as those which have been so improved are available and indeed there are plenty of opportunities throughout the town for the creation of homes either large with spacious grounds or small, and whether intended for summer use or for all the year occupancy. The Board of Selectmen may be relied upon to answer any inquiries as to suitable locations for commercial buildings or for homes and to give any requested information as to any of the advantages of Norfolk and of conditions as they exist.

SHARON

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The Town Hall and one of the Fire Department Houses.



A Part of Sharon as seen from the Belfry of the Congregational Church.

The Town of Sharon

A LITTLE less than half way between Boston and Providence, the Town of Sharon occupies an area of twenty-four and two-tenths square miles in the southern part of Norfolk County. The land of the town is hilly, and the general elevation so great, that here is found a natural divide or double water shed. Into Sharon no water courses run from other towns while streams having their rise in its springs or lakes find their courses to the sea in opposed directions. Some of the streams pursue their way to the north or northeast and through the Neponset river to the ocean; others

run oceanward through neighboring towns and counties to the south and through Rhode Island. While all the town is notably high, the land rises from the level of Sharon Village to the appreciable elevation of the outlying districts, and there are numerous hills from which extended and interesting views may be obtained of all the surrounding country. Moose Hill, on the west side of the town, attains an altitude of six hundred feet above the sea, and the view from its summit includes the valley of the Neponset, as well as Wachusett Mountain and Blue Hill, and the Standish Monu-



To Commemorate the Patriotic Services and Sacrifices of Men of Sharon.

ment seventy miles away at Plymouth, with the intervening pleasing landscape. Bluff Head, Bald Hill, Bullard's Hill and Rattlesnake Hill although lower are also noticeable elevations and afford equally charming but possibly less extended views. Lake Massapoag, a beautiful sheet of water with a drive along its shores four miles in extent, is owned by the State, but lying in the center of the town it adds materially to the charm of Sharon and to the diversity of the always pleasant landscape. The outlet from this lake furnishes water power of consequence, which formerly utilized by manufacturers of Canton, has been more recently acquired by the Plymouth Rubber Company. Lake Massapoag, moreover, gives the residents of Sharon opportunity for aquatic pleasures as well as for good fishing, while

within the town are several streams in which trout may be sought successfully.

The elevation of Sharon is importantly worthy of consideration for this not only confers upon the town a picturesque quality gratifying to the residents and to all appreciating the charm of scenic beauty but it promotes that healthfulness for which Sharon is known so widely and so deservedly. In consequence, of the altitude the air is dry and invigorating and excellent drainage is secured. The pine trees growing in large numbers in the parts of the territory remaining in woodland are an added charm and doubtless a further cause of the prevailing healthfulness. Its natural advantages of situation in its hills, together with those added in the course of its development, make Sharon an



One of the Larger Residences near Lake Massapoag, Sharon.



The Unitarian Church, Sharon.

admirable place of residence whether it be so chosen for the summer only, or for all the year. The excellent facilities for passenger transportation afforded by the railroad are an important advantage.

Sharon is a station on the Providence Division of the New York, New Haven and Hartford Railroad, eighteen miles southwest of Boston. Several of the express trains running between Providence and Boston stop at Sharon but altogether there are eighteen trains daily out from Boston and fourteen in from Sharon, while on Sundays there are ten and eight respectively. The average running time is thirty-eight minutes and the single fare is forty cents; but the cost per trip is twelve and one-half cents to purchasers of monthly tickets. By procuring twelve-trip tickets to and from Can-

ton Junction and paying the additional Sharon fare the cost per trip becomes twenty-five cents. Electric railways connect Sharon with Stoughton; with Canton and Milton and so at Mattapan with the Boston Elevated System.

The population of Sharon is something over twenty-two hundred while the legal voters number nearly five hundred. The assessed valuation of the town amounts to a little over two and three-quarter million dollars, and the maintained tax rate is low.

The spring water supplied by the town is of excellent quality and the distributing system makes it generally available. A stand pipe on high ground to which the water is delivered by a pumping station of adequate power secures the required pressure. Hydrant service provides



The Congregational Church, Sharon.



The Roman Catholic Church.



The Episcopal Church, Sharon.



The Baptist Church, undergoing repairs.



A few of the Homes on Greendale Road.

water for fire protection and helps to further efficiency the good fire department with its apparatus consisting of two hose wagons and two hook and ladder trucks with a number of chemical hand extinguishers. The report of the State Board of Education credits Sharon with eleven public schools including the High School, all maintaining the required high standard for the different grades. There are two school buildings in Sharon Village and two district school buildings.

The streets of Sharon are lighted by electricity until twelve-thirty on other than moonlighted nights under a ten year contract with The Edison Electric Illuminating Company. This Company also furnishes electricity for the illumination of residential or commercial structures, as well as for power, at its standard

rates as established throughout the thirty-three cities and towns it supplies with the electric current. The service of the Company is continuous every hour during every day of the year.

In Sharon there are Congregational, Roman Catholic, Unitarian, Episcopal and Baptist Church edifices, while the Christian Science Society meets in a convenient hall. The Public Library has its quarters in the Town Hall; but a site has been purchased and there is no doubt that its satisfactory collection and its reading room will find quarters in its individual building before long. In the village are several stores stocked and equipped to supply the needs of the residents. The Sharon Club is a men's social club; the Historical Society promotes social pleasures and another of its objects



The High School Building.



Other of the Pleasant Homes in Sharon.

is sufficiently indicated by its name while its quarterly public meetings provide intellectual or literary diversion. The social enjoyment of the community is further aided by the Women's Fortnightly Club and the associations connected with the various churches and by Massapqag Grange of the Patrons of Husbandry. The Sharon Improvement Association is active in measures intended to improve the condition of the town or the appearance of the village streets. The Young Men's Christian Association presents features of interest and opportunities of value to the young men. In its recently acquired building the privileges of which the young women are to enjoy one day in the week, there is to be a gymnasium of modern equipment. The Sharon Golf Club maintains a pleasant course and suit-

able club house. Near the station the Tennis Club has its courts and on a field conducted under the auspices of the Young Men's Christian Association are held base-ball and foot-ball games and other sports and athletic exercises. Good roads running in all directions throughout the town and amid picturesque surroundings are added and important attractions.

Some manufacturing industries have been attracted to Sharon and these include the long established Knife Works, The Acme Thread Company, with its picturesque mill, and the box factory of Ralph O. Brown; but obviously the further development and future growth of Sharon, with its great natural advantages, accessibility and conveniences, must be as a place of pleasant residence. Quite naturally many have



One of Several Places Accommodating Summer Residents.



On the Street Leading from the Station.



On the Grounds of Tennis Club, Sharon.



The Mill of the Acme Thread Company.

been led to spend their summers in Sharon and the Massapoag Lake House at the northwestern end of the lake; the Stonholm near the golf grounds and the lake; the Lawncrest, the Sharon House, the Glendale and the Caledonia, in Sharon Village, and several boarding houses provide accommodation for summer boarders as well as opportunity for the rest and refreshment of more transient visitors. The Tudor Farm Motor Club, located in the southern part of the town provides similar accommodations and serves well as an objective point for trips by automobile. Already several large home estates occupy locations principally near the lake; but the altitude and

beauty of the town must lead inevitably to the establishment of others similar in available situations equally attractive. There can be no doubt moreover, that the yet available and pleasant sites for other dwellings will be in demand and that there will be a further and early increase in the number of comfortable homes of either of the cottage or bungalow type now so much favored.

Inquiries as to locations for dwellings, large or small, will be answered promptly if sent to the Board of Selectmen or to the Board of Assessors at Sharon and full information given as to any of the advantages of the town if requests for this are similarly addressed.

SHERBORN^e

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Building of the Sawin Academy and Dowse High School.



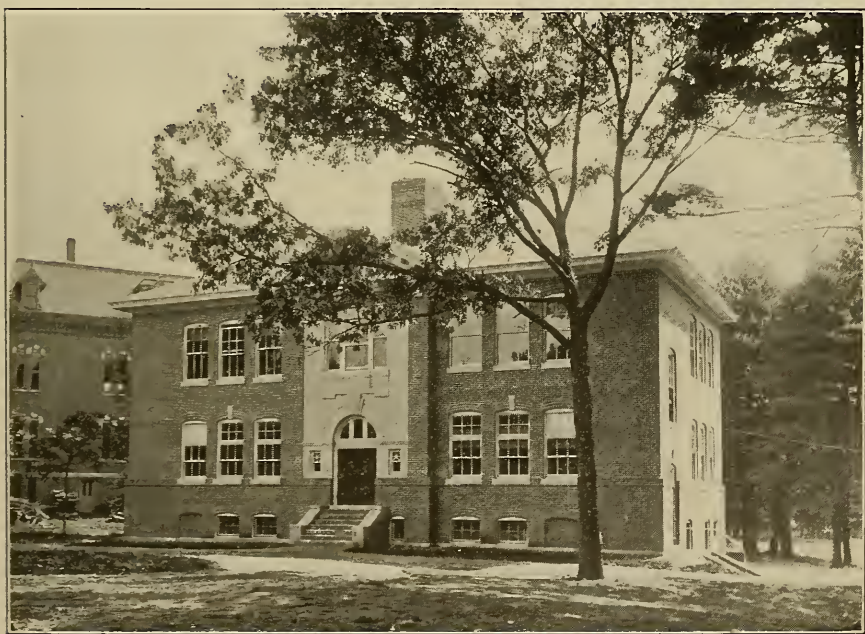
The Town Hall at Sherborn.

The Town of Sherborn

THE Town of Sherborn occupies an area of a little more than seventeen and one-half square miles in Middlesex County. Grants of land in the territory were made as early as 1643 by the General Court; but the first actual settlers came in 1652 from Dorchester, and they must have been more than usually adventurous or zealous in their pursuit of new homesteads for this country was distant from the then centers of population and the Indians were always menacing and often, indeed, active foes. It was necessary to erect special houses which might be fortified and to which the

inhabitants might resort for safety not only during the King Philip War of 1675-6, but before and after the conflicts waged by that able savage. Nevertheless, the inhabitants increased in number so that in 1674 the town was incorporated and the first meeting house was built in 1684 or 1685.

The land of Sherborn is largely devoted to farming and the population is naturally more or less scattered; but the census of 1905 gives this population as nearly fourteen hundred with nearly three hundred legal voters. The assessed valuation, as for 1908, amounted to over



The New Graded School Building at Sherborn.



The Unitarian Church at Sherborn.



One of the Attractive Residences near the Charles River.



Another Residence also among the Hills of the Eastern Part of the Town.



The Congregational Church at Sherborn.

one million, four hundred thousand dollars—on real estate, \$971,665.00, on personal estate, \$438,716.00.

Sherborn is a station on the Old Colony Division of the New York, New Haven & Hartford Railroad, twenty-five miles by rail west and a little south of Boston and four miles southeast of South Framingham with its extended steam and electric railway connections. To Sherborn from Boston there are six trains daily with five trains in from Sherborn and on Sundays two in each direction. A single through ticket costs fifty-three cents and the average running time is eighty minutes. There are also, within the town, stations at South Sherborn and at Whitney's Station, the latter on the Milford Branch of the Boston and Albany Railroad with eleven trains in each direction daily and one on Sunday.

In this rural community there are seven public schools as reported by the State Board of Education and there are two school buildings. The new Center School near the Town Hall at Sherborn Village is a commodious building, modern in plan, arrangement and equipment. Nearby is the substantial building of brick with stone trimmings occupied by the Sawin Academy and the Dowse High School, each a part of the educational system of the town. Miss Martha Sawin lived in Natick until she died there in June of 1869; but her family had resided in Sherborn earlier and for long. Miss Sawin made a bequest of money for the establishment and support of the institution which bears her name and which provides for the youth of Sherborn free instruction in science, literature and the classics. The Dowse High School was first opened



Two of the Homes at Dowse's Corner, Sherborn.



The House on one of the Larger Farms, Sherborn.

in 1859 and it was due to a benefaction under the will of Thomas Dowse. He was born in Charlestown in 1772; but when their house was burned in 1775 his parents removed with him, first to Holliston and later to Sherborn. In 1803 he began his business career at Cambridgeport. He amassed a fortune and was greatly interested in literature and art. At his death he left a large sum of money for charitable or scientific purposes to be expended or apportioned by his executors or trustees. Of this sum five thousand dollars came to Sherborn for the founding of the High School so appropriately named in his honor.

A social library was started along in the early years of the nineteenth century; but the present Public Library was established in 1860. This now, with its collection of nearly

seven thousand books has its reading room and distributing office in the Academy and High School building. A local Grange of the Patrons of Husbandry exists to advance the interests of the farmers of the vicinity and to promote neighborhood or social pleasures. There are Congregational and Unitarian churches conveniently located at Sherborn Village.

Sherborn is within the territory furnished with electricity for the illumination of residential or commercial structures, as well as for power, by The Edison Electric Illuminating Company, at its standard rates as established throughout the thirty-three cities and towns it supplies with the electric current. When due and intended arrangements have been completed the service of the Company will be, in



The Post Office and Store at Sherborn.

Sherborn, as elsewhere, continuous during every hour of every day in the year.

Sherborn, with its fertile land and the ready response of this to all agricultural or horticultural undertakings is thoroughly well adapted to farming operations. These same qualities, together with its diversified topography, make the town no less well able to meet the requirements of those wishing to make their homes in the country amid pleasant and picturesque surroundings and within easy reach of the city with its interests and conveniences. The roads are excellent. There are many water courses and several bits of detached and attractive woodland

amounting in the aggregate to a large area. Farm Pond is a large lake owned by the State but adding its own beauty to the scenic attractiveness of Sherborn. Hills which are pleasing in their own outline or which permit extended and charming views are notable for their number. In the eastern part of the town and in the very attractive country among the hills or near the Charles River which forms the boundary between Sherborn and Dover, several large home estates have been established and opportunities exist for the creation of others and in the town at large there are many locations suitable for homes of whatever size or character.

SOMERVILLE

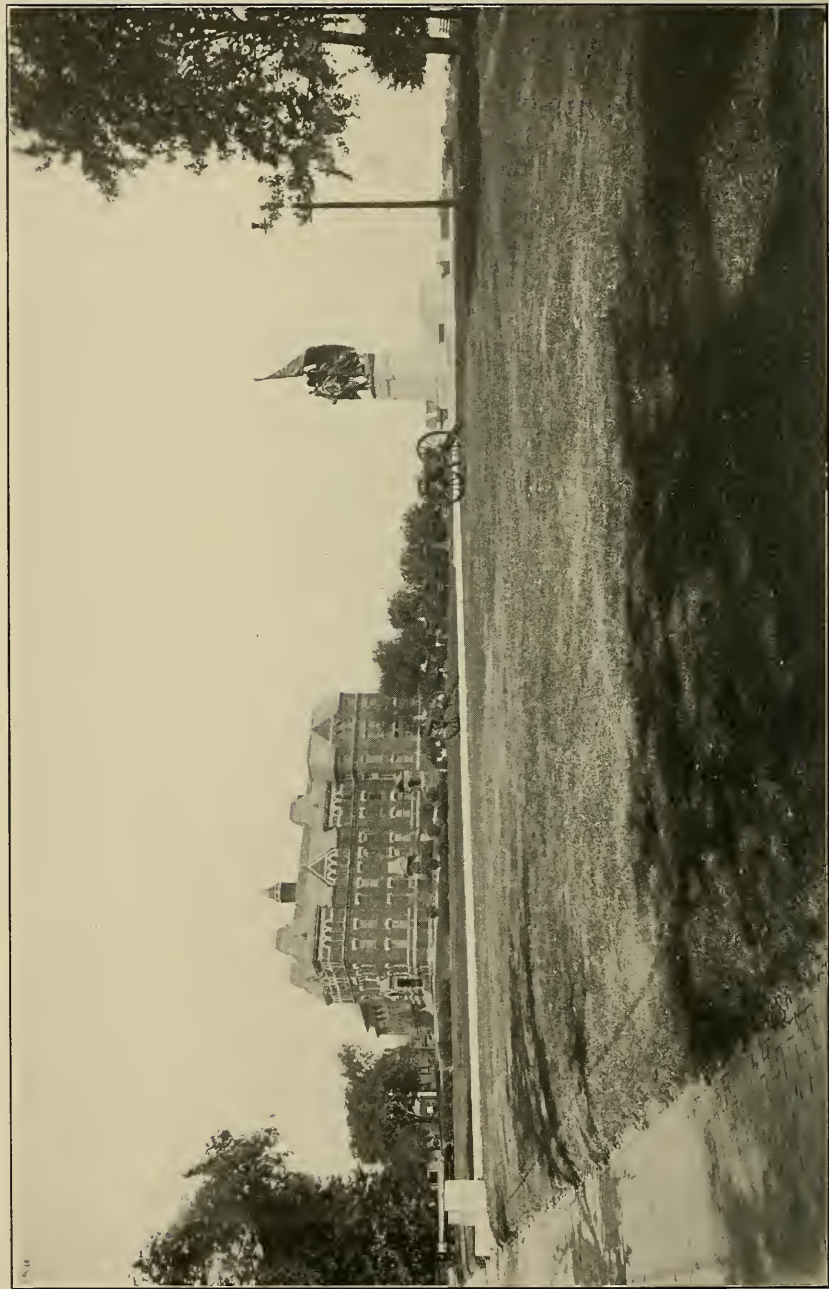
THE SOMERVILLE NUMBER of a Series devoted to the illustration of certain of the cities and towns adjacent to the City of Boston and the presentation, in brief accompanying text, of some suggestive facts concerning their advantages and development.

PUBLISHED IN BOSTON IN THE FALL OF NINETEEN HUNDRED AND NINE BY

THE EDISON ELECTRIC ILLUMINATING CO.

39 BOYLSTON STREET, BOSTON, MASSACHUSETTS.

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A Part of the Central Hill Park and the Imposing Soldiers' Monument.

The City of Somerville

FOR many years after the settlement of these parts the territory now occupied by the City of Somerville was a part of Charlestown regarded as a comparatively unimportant outlying district of the older town. When in 1656 rights of pasturage hereabouts were granted to then residents of Charlestown the gift of prophecy was as rare as ever and none could foresee that on these meadows and wooded hills was the site of a future city destined to secure such remarkable residential and industrial development. It was not until 1842, and after considerable opposition, that the growing com-

munity obtained its separate existence and control of its own neighborhood affairs. There had been, however, happenings in the locality of importance to the colonies and the nation. On the present Washington Street corner of Dane has been placed a tablet which states that "John Woolrich, Indian trader, built near this place in 1630—the first white settler on Somerville soil." In that year Ten Hills Farm, a tract of six hundred acres, was granted to Governor John Winthrop and here in 1631 was launched on the Mystic the bark, "The Blessing of the Bay" the first ship built in the



The City Hall and the Public Library.



The English and the Latin High School.

colony. To interject here a little of the present it may be stated that near the site of this farm a municipal bath house was erected recently on the bank of the Mystic River, for the benefit of the youth and of the city generally. This immediately secured approval and popular use.

There is preserved, surrounded by Nathan Tufts park, later presented to the city, a picturesque old stone structure which was erected probably as a mill, but which became a powder magazine in 1747 and so remained throughout the Revolution. In the beautiful Central Hill Park, in part crowned by impressive educational and civic buildings, a battery stands and on the inner wall of the rampart is a tablet duly recording that, "This Battery was erected by the city in 1885, and is within

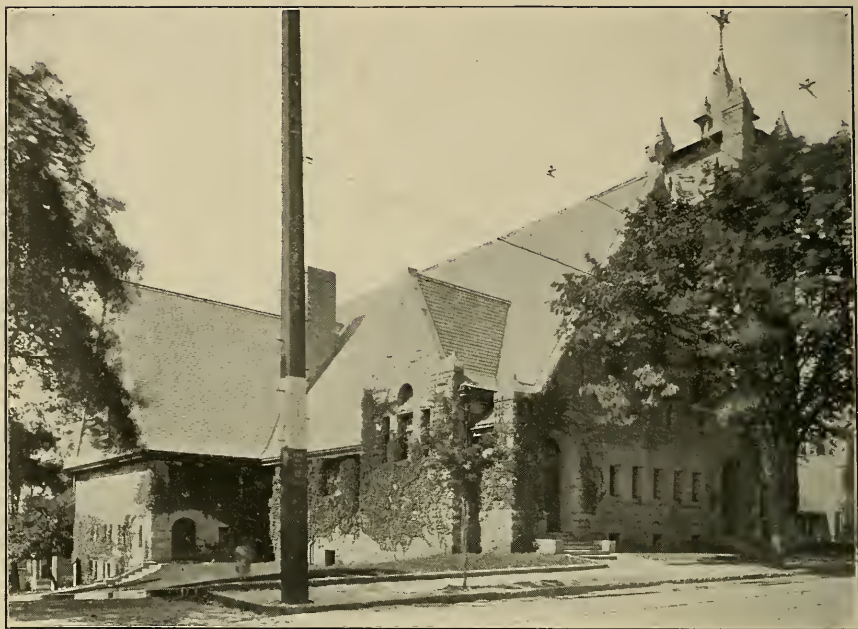
the lines of the 'French Redoubt' which was thrown up by the American Troops under General Israel Putnam immediately after the Battle of Bunker Hill and later became a part of the besieging lines of Boston in 1775-6. The guns were donated by Congress and were in service during the late Civil War." In this park also stands the Soldiers' Monument commemorating the no less patriotic and important sacrifices of men of a later generation. This is a notable group of statuary in bronze representing a modern and striking conception of Victory surmounting a soldier of the time. On the granite pedestal is the admirably restrained but thrillingly suggestive inscription, "To the Men of Somerville who Served the Union on Land and Sea." On the summit of Prospect Hill a tower of roughly hewn



The Tower on Prospect Hill Marking the Scene of Important Historical Events.



A Little of the Hospital Buildings, Somerville.



Church of the First Congregational (Unitarian) Society, Somerville.

granite has been raised to mark fittingly a place of such historical interest. On the retaining wall a bronze tablet of five panels has been placed with inscriptions prepared by the Somerville Historical Society and recording the facts in simple, eloquent words. In one of the panels it is stated that "The American Army under General Putnam on June 17, 1775, withdrew from Bunker Hill to this Height and here erected the Citadel, the strongest work in the Besieging Line of Boston and which for nine months withstood the British Bombardment June 17, 1775, to March 17, 1776." In another panel is recited that "Here on July 18, 1775, was raised amid great rejoicing the Flag presented to General Israel Putnam and his Heroic Soldiers bearing the Motto of Connecticut 'Qui Trans-

tulit Sustinet' and of Massachusetts, 'An Appeal to Heaven.'" On the third panel appears "From this Eminence on January 1st, 1776, the Flag of the United Colonies bearing Thirteen Stripes and the Crosses of Saint George and Saint Andrew, first waved Defiance to a Foe." The fact that certain of Burgoyne's British soldiers surrendered at Saratoga were quartered here is stated in another panel while on the fifth may be read "On this historic hill answering their Country's call in 1862 encamped the Soldiers of Somerville whose record of Patriotism and Fortitude in the Civil War is worthy of highest Honor and Commemoration."

Other duly erected and inscribed tablets mark a part of the road traversed by Paul Revere on his ride to Concord and other points of historic interest while among the



Highland Road and Some of the Residences.



One of Several Modern Apartment Houses, Somerville.



St. Joseph's Roman Catholic Church, Somerville.



The Armory on Highland Ave., Quarters of Companies K and M, 8th Regiment, M. V. M.

Revolutionary landmarks preserved is the old Tufts House now suitably marked which served as headquarters for General Charles Lee as well as for "Brigadier General Nathanael Green, in command of the Rhode Island troops during the Siege of Boston, 1775-6."

These various tributes to men and events of earlier days and to later acts of patriotism, these tablets and structures, exhibit due reverence for an interesting past of consequence; but Somerville has not rested content

upon its share of the past, however important that has been. It is a thriving and advancing city of to-day. Its civic pride while partially based, quite properly, upon its historic associations is also based upon material achievement and continued industrial progress and this has further warrant in the homes of the city so evidently the homes of a prosperous and contented people, in the opportunities now presented in the city for the establishment of others and as well opportunities no less notable for the profitable employment of capital and of energy.

Somerville, when it was separated from Charlestown in 1842, had a



The Old Powder House, Preserved in Nathan Tufts Park.

population of a little over a thousand. By 1851, when the first directory was issued, the number of its inhabitants had increased three fold. In 1868 the population had grown to over twelve thousand, the number requisite to qualify the town in this respect to become a city. It was not, however, until 1871 when the community had become too large and its interests too diverse for its affairs to be administered best in open town meeting that it was made a city of the Commonwealth. On the first of January, 1872, the City Government was first organized and the management of the city delegated to its elected officers. The popula-

tion then was approximately sixteen thousand. From that date on, however, the increase in the number of residents was very very rapid and as ascertained by the State census of 1905, the population in that year was 69,272 with legal voters numbering 15,906. The growth in population in the ten year period ending in 1905 amounted to nearly thirty-three per cent. Competent authorities conservatively estimate the inhabitants in 1909 to number 75,000. The prosperity of the City is obvious; but this is attested by the assessed valuation amounting, as for 1909, to \$63,658,953.00, on real estate, \$57,295,600.00 and on per-

sonal property, \$6,363,353.00. Within the area of four and two-tenths square miles occupied by the city there are something over twelve thousand dwellings.

Through Somerville pass the Eastern, Western, Southern and Fitchburg Divisions of the Boston and Maine Railroad. On one or another of these four divisions there are nine stations within the city—at Prospect Hill, Winter Hill, Somerville Junction, Somerville Highlands, West Somerville, North Somerville, Union Square, Somerville and East Somerville. To the Winter Hill station, three miles from Boston on the Southern Division there are

thirty-eight trains out from Boston daily and thirty-seven in; on Sundays, fifteen and twelve respectively. The fare is five cents and the average running time ten minutes. Between each of the other stations in Somerville and Boston there are frequent trains in each direction daily and Sunday while the rates of fare and the average running times vary as the distances vary slightly.

The first street railway to or through Somerville was opened to traffic in 1854 and doubtless, the fur-



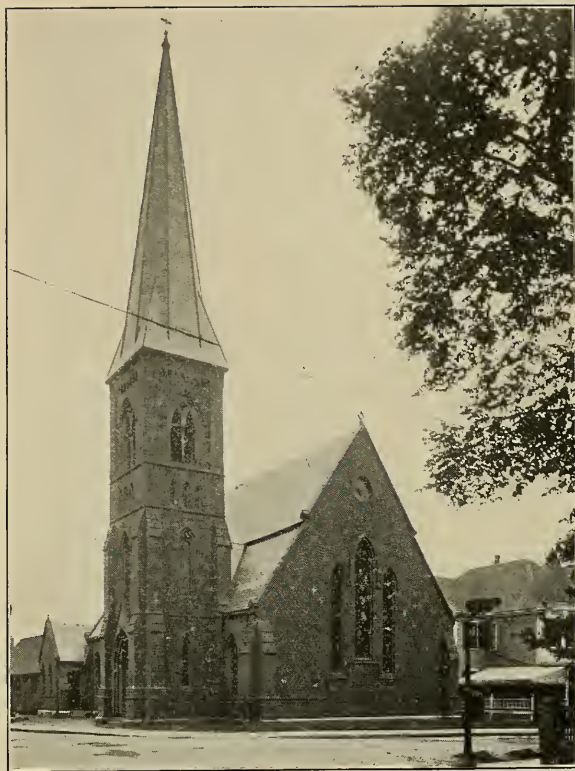
Building of the Young Men's Christian Association.



The Fire Station at Teele Square.



A Side View of the House of the Central Club.



The Emanuel Episcopal Church.

ther extension of kindred systems has been at once an effect and a partial cause of the rapid development of the city. Now within the limits of Somerville there are nearly thirty-two miles of electric railway and they not only connect one part of the city with another but Somerville with Boston by seven different routes; with Cambridge; with Charlestown; with Arlington, Lexington and so with Lowell and points between; with Medford; with Winchester, Woburn and Stoneham. The newly opened electric railway line through the Middlesex Fells Parkway to Spot Pond runs through Somerville until it crosses the Mystic

River and enables the residents of the city to reach easily so much more of the beautiful surrounding country.

The close proximity of Boston and the quick and easy communication afforded by the steam or electric railways permit those living in Somerville to command as they please the facilities of the larger city and to partake in its varied interests; but in its own right Somerville is rich in possession of the conveniences essential to comfortable living and of well managed public utilities.

A practically inexhaustible supply of excellent water is secured from the Metropolitan System of Water Supply while the city's

own water works and its nearly ninety-three miles of main and distributing pipes make the water available everywhere throughout the city, while adequate pressure is attained by gravity. The sufficiency of water and the nearly eleven hundred fire hydrants help the efficient fire department to render the proper protection in any emergency. There are eight fire stations, suitably located to enable the force to reach any threatened point in the quickest possible time. The apparatus consists of five fire engines, three combination chemical engines and hose wagons, one combination chemical engine, hose and ladder truck, five



Looking North in Union Square, Somerville.



Building of the Somerville National Bank and other Business Buildings.



Homes along Westwood Road, Somerville.



Stores with Apartments above, on Highland Avenue.

hose wagons and one ladder truck. The well directed police department with its headquarters at the Station on Bow Street, is well able to cope with the problems presented in such an orderly community of diverse interests and the uniformed men preserve peace and good order and duly protect person and property. The city is as well protected by sewers as it is in other ways. There are nearly sixty-eight miles of sewers in the combined system and over twenty-four miles in the separate system together with storm drains, catch basins and house connections.

There are four post offices—at Somerville with six sub-stations; at West Somerville with three sub-stations and at Winter Hill with three sub-stations. Frequent collections are made from the numerous street mail boxes and there is a full and satisfactory carrier delivery service. Illuminating gas was introduced into Somerville in 1853 and now gas for illumination and cooking is furnished both by the Charlestown Gas and Electric Company and the Cambridge Gas Light Company.

The streets of Somerville are lighted all of every night by The



The First Methodist Episcopal Church on Bow Street.

Edison Electric Illuminating Company. This Company also furnishes electricity for the illumination of residential or commercial structures, as well as for power, at its standard rates as established throughout the thirty-three cities and towns it supplies with the electric current. The service of the Company is continuous during every hour of every day in the year.

Banking facilities of local importance are afforded by the Somerville National Bank, the Somerville Trust Company, the Somerville Savings Bank, the Somerville Co-operative Bank, the West Somerville Co-operative Bank and the Winter Hill Co-



The Prospect Hill Congregational Church, Somerville.



Residences on Highland Avenue, Somerville.



Along Broadway, near Sycamore Street, Somerville.



The Winter Hill Congregational Church, Somerville.



The Winter Hill Universalist Church, Somerville.



The Odd Fellows Building, on Broadway.



The Recently Dedicated St. Catherine's Roman Catholic Church.

operative Bank. At various points where wide streets intersect are open places or squares and facing these are many important business buildings. Here, also, and on many other of the streets are stores numerous enough and so well stocked and equipped for active business that required purchases may be made by the residents with convenience and without necessity for any journey. Two weekly newspapers, the *Somerville Reporter*, and the widely-known *Somerville Journal* report the local happenings as well as give other news and reading matter.

The two hundred and forty-two public schools including two high schools as reported by the State Board of Education, present unusual and appreciated educational opportunities. There are twenty-seven public school buildings and

while the English and Latin high schools occupy notable and beautiful structures on the northerly part of Central Hill Park many of the other school buildings are imposing in appearance and modern in plan and equipment. Indeed, these important buildings must represent a large percentage of the over five million dollars reported as the value of the public property. A high educational standard is maintained in the various grades while the manner of construction of the buildings permits successful exercises of due care for the physical well-being of the nearly thirteen thousand pupils which is among the aims of the School Committee, the Superintendent and the three hundred and forty-five teachers. There are moreover, two parochial schools attracting a large attendance.



The Central Fire Station, Somerville.

The Public Library was opened in the City Hall on May 1, 1873, with less than twenty-four hundred volumes. The beautiful building now occupied by the library stands also in Central Hill Park and next to the City Hall. The library building was erected in 1884-5 and the collection of books has grown to include nearly eighty-three thousand books. While the wide use of the reference books and reading rooms is gratifying, the circulation approaching half a million volumes annually, is the largest known per capita of any library. The branch library at West Somerville occupies an attractive structure the funds for which were

contributed by Andrew Carnegie and here the circulation is relatively as great.

The Somerville Hospital was founded nearly twenty years ago when Miss Martha R. Hunt gave a sum of money for the purpose. Her gift was supplemented by others and the buildings dedicated in May of 1893. This hospital is enabled to carry on its beneficent work partly by private subscription and partly by an allowance from the city government. There are three other hospitals while the Board of Health

actively enforces measures to protect the general health of the city. A Home for Aged Couples, a Home for Aged Poor and the Somerville Day Nursery are other important and very useful institutions.

There are thirty-three churches in Somerville and while some are beautiful or imposing as edifices all are well adapted in plan and location, as well as in the varied services to meet the requirements of the residents. Among these places of worship are seven Baptist Churches, six Congregational, the First Congregation (Unitarian) and another Unitarian Church, three Catholic Churches, three Episcopal,



Some of the Homes on Powder House Boulevard.



The Police Station, on Bow Street.



The Perkins Street Baptist Church, Somerville.



Business Buildings at Davis Square, West Somerville.



The West Somerville Baptist Church.

four Methodist Episcopal, one Presbyterian, three Universalist and a Reorganized Church of Latter Day Saints, one Second Advent, the First Church of the Evangelical Association and a Pentacostal Church.

All the important Fraternal Organizations are duly represented in Somerville by local Lodges, Chapters or Divisions. There are many Associations with special objects, as well as the encouragement of friendliness among their aims. The Central Club Association of Somerville is the title of the leading men's social club. The Webcowit Club is another social organization of consequence while the Winter Hill Club has its pleasant club rooms. The Somerville Historical Society has important place in the social and intellectual life of the city. In the Armory on Highland Avenue

Companies K and M of the Eighth Regiment, M. V. M., have their quarters. The Somerville Boys' Club carries on work of great value and with its amusements and classes provides proper outlets for the activities of the youthful. The large membership of the Young Men's Christian Association finds due benefit in the business or summer classes conducted in the handsome and adequate building, in the various entertainment courses, in the gymnasium and the swimming tank or in pleasant and profitable association.

Within Somerville, but under the charge of the Metropolitan Park Commission are nearly nine acres of the Mystic River Reservation, nearly fourteen acres of the Middlesex Fells Parkway and over eleven of the Alewife Brook Parkway while the Powder House Boulevard was

built and is maintained by the city. These Parkways, with their excellent surfaces and surroundings make pleasant driveways and so, indeed, do many of the nearly one hundred miles of streets of the city. The streets in the business sections are paved; but there are about sixty-seven and one-half miles macadamized. In addition to Central Hill, Prospect Hill and Nathan Tufts Parks already mentioned the city maintains the attractive Broadway Park and Lincoln Park, the latter having a running track and apparatus for outdoor gymnastics. The Broadway Athletic Field at West Somerville has suitable fields for baseball, football and other sports, with large stands for spectators. With these and another play ground on Alewife Brook, improved for athletic sports and the new bath

house on the Mystic with its beach and pleasant surroundings, abundant opportunity is presented for outdoor recreation. While all the residents find full opportunity for social interchanges and due entertainment, the youth of Somerville need not lack profitable and enjoyable employment of its leisure.

Somerville is a city set on many hills. The crests of the higher elevations, surmounted in so many instances by structures of historic or immediate civic interest, afford extended views of varied charm. Fortunately, in the development of the city the natural grades have been maintained in large measure and thus a pleasant diversity is added to the residence streets otherwise so attractive. These streets owe their further attraction in part to the good roadways, in other part to the well



The William H. Hodgkins School, one of Several Modern School Buildings in Somerville.



The West Somerville Branch of the Public Library.



The Hotel Woodbridge at West Somerville.



Knights of Malta and Masonic Building, Gilman Square, at Winter Hill.



Building of the Columbia Associates, on Broadway, Somerville.



The Railroad Station at Winter Hill.

maintained sidewalks comprising nearly one hundred and twenty miles in length and to the many stately or beautiful shade trees. In as large part or perhaps, indeed, to an even greater extent the streets owe their attraction to the dwellings ranged along them, so obviously forming comfortable homes as well as being tasteful structures quite worthy of their surroundings.

There are several apartment houses, representing an important phase of modern urban development, well adapted to meet the requirements of families seeking the utmost of convenience; but, quite properly in a city where land values have not yet risen to prohibitive figures, most of the homes in Somerville are in detached houses surrounded with grounds, large or small as may be, and having an abundance of light

and air. Happily, in the pleasant streets of Somerville, some newly opened or constructed, there are many locations for the establishment of other homes similar, in which convenience may be commanded as readily, and as promising of content. There are available, sites for dwellings of any desired size or cost as conveniently situated as those already here while a wide choice as to immediate neighborhood or character of environment is presented.

The development of Somerville as an industrial center of consequence has been also rapid and notable. In the latest published State Report on the Statistics of Labor it is stated that the capital devoted to production in the city in 1906 was \$6,840,457.00; in the same year \$1,899,488.00 were paid in wages



Jewelry Works of The M. W. Carr Company, West Somerville.



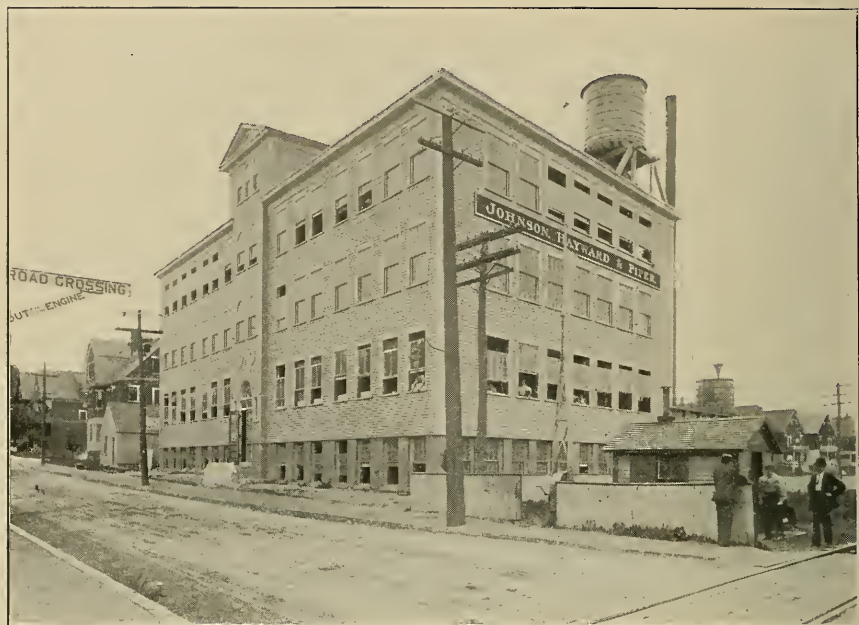
Factory of the Sprague & Hathaway Company, West Somerville.

to an average number of 3567 employed wage earners while the value of the goods made was \$21,025,984.00, the latter impressive figures representing an increase of over twelve per cent. in one year. Among the more important industrial establishments carrying on their varied undertakings in Somerville are The American Tube Works; S. Armstrong Company, cooperage; C. W. Babcock, paper boxes; Birch Brothers, machinery; Boston Burial Case Company; Brown, Durrell & Company, shirt waists and wrappers; The M. W. Carr Company, jewelry; L. M. Carr & Son, confectionery; Davenport-Brown Company, mouldings; Derby Desk Company; The Floyd-Horsman Company, jewelry; O. S. M. Haskell, confectionery; Hayward, Johnson & Piper, buckles and novelties; H. M. Hillson Com-

pany, tinware; Hinckley Rendering Company, oils and tallows; The Horton & Hubbard Manufacturing Company, trunks, bags and suit cases; J. A. Kiley, vehicles; Middlesex Bleaching and Dye Works; C. W. H. Moulton & Company, ladders; New England Dressed Meat and Wool Company; The North Packing and Provision Company; George W. Norton, soaps; Slayter Paper Company, gummed papers; Sprague & Hathaway Company, picture frames and photographic goods; John P. Squire Company, provisions; The Sturtevant & Haley Beef and Supply Company; Union Glass Company; Wickstead & Company, dresses and wrappers. The Boston and Maine Railroad is constructing important repair shops and these shops together with other enterprises contemplating establish-



Ladder Works and Yard of C. W. H. Moulton & Company.



Jewelry Factory of Johnson, Hayward & Piper.



Plant of the Boston Burial Case Company, Somerville.



Works of the Derby Desk Company, from across the Railroad Tracks.

ment here will increase materially the opportunities presented in Somerville for remunerative employment.

The freight facilities afforded by the various lines of railway are admirable and thoroughly adequate. There are available in Somerville many good sites for factory plants or commercial buildings to be acquired by purchase or lease at prices lower than those necessarily prevailing in older cities or more congested centers of population or of trade. Freight stations or the wharves of important steamship lines are within convenient distance while some of these sites are so near the railroad that connection with the extended tracks by sidings may be made readily. Boston is the billing point. The services of many work people, trained or untrained, and residing

within the city or its immediate neighborhood are always obtainable. Furthermore, other operatives newly coming to Somerville will be enabled to make for themselves homes or to live in such a manner as will tend to promote their own content or increase their usefulness to their employers. The Mystic River bordering so much of the territory of the city affords a waterway to the sea and this is utilized by manufacturers at present here for the bringing in of coal or supplies economically in boats of considerable size or for the shipment of finished product. This is an advantage of present consequence, but it will be of greater importance when the river shall have been deepened to permit the passage of larger craft and when the water front, much of it yet unoccupied,



In Broadway Park, Somerville.

shall be lined with the coming docks and busy wharves. Manufacturers seeking new locations will find, together with the important advantages indicated, that the city authorities are disposed to make as liberal arrangements as they may. The officers and members of the West Somerville Board of Trade and the Somerville Board of Trade, organized to supplement the efforts of the

city officials to foster and advance the material interests of the city, are ready to lend any desired and possible co-operation. To the Secretary of either of these boards, or of the Winter Hill Improvement Association may be addressed inquiries as to available locations for dwellings or convenient and desirable sites for factories or business buildings.



STONEHAM

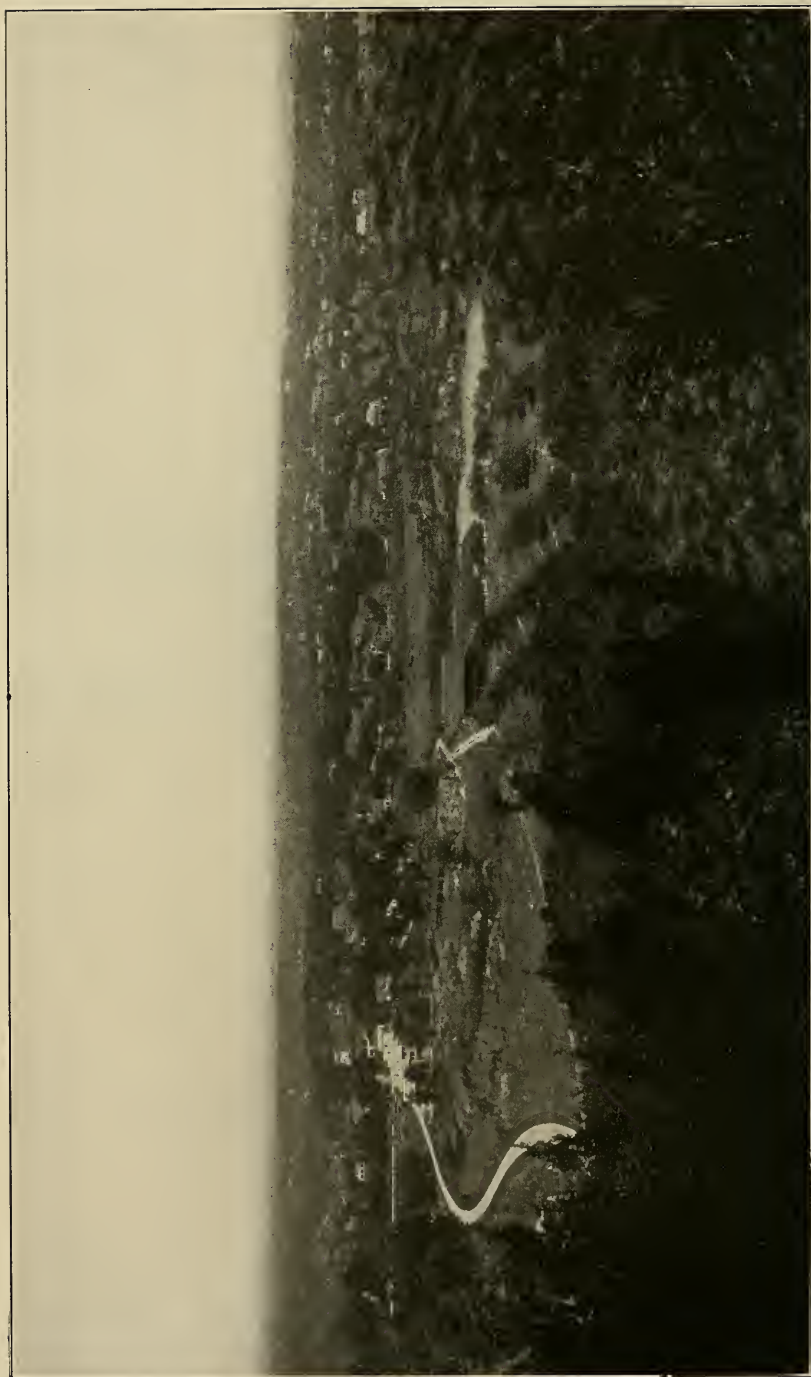
THE STONEHAM NUMBER of a Series devoted to the illustration of certain of the cities and towns adjacent to the City of Boston and the presentation, in brief accompanying text, of some suggestive facts concerning their advantages and development.

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THE EDISON ELECTRIC ILLUMINATING CO.

39 BOYLSTON STREET, BOSTON, MASSACHUSETTS.

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A general view of Stoneham from Bear Hill.

STONEHAM

AS the journey is made to Stoneham, the approach thither, whether from Boston or from any neighboring place, seems to be one of continual ascent. Indeed, Stoneham is three or four hundred feet above tide-water and to this altitude with its accompanying invigorating air, as well as to the perfect drainage permitted by the situation of the main part of the Town on ranges of high hills, may be credited, doubtless, the noticeable healthfulness of Stoneham. This healthfulness, attested by the low death rate, to-

gether with other notable advantages, should make Stoneham a desirable place of increased residence as well as an excellent location for additional industrial enterprises.

Stoneham is in Middlesex County about eight miles north of Boston in an air line. It is the terminus of the Stoneham loop on the Southern Division of the Boston and Maine Railroad. On week days there are fourteen trains each way, while on Sundays there are five trains in each direction. The usual running time is forty-one minutes and the single



Some residences on Chestnut Street, Stoneham.



The Baptist Church at Stoneham.

fare is twenty cents; twelve rides cost \$1.50; twenty-five \$2.88. Electric railways with cars running at convenient intervals connect the Town with Melrose, Malden and Boston, Wakefield, Reading, Woburn and Winchester.

Because of the route the railway has been compelled to pursue, around and between the hills, the distance by rail from Boston is thirteen miles while the connection by electric railways was for many years not so direct as it might have been. These conditions, it may be assumed, hindered and delayed in some measure the development of Stoneham; but better things have come and time has brought correction.

Within the limits of the Town are seven hundred and thirty acres of the Middlesex Fells Reservation. This part, within Stoneham, including the picturesque Spot Pond Reservoir of the Metropolitan water supply, is believed by many to be the most beautiful part of the reservation. There can be no doubt that the ultimate effect of the creation of such a park, and the addition of so much beauty to already and naturally attractive surroundings, will prove of great benefit to Stoneham. About one-third of the area of the Town, however, was taken for park purposes and its taxable real property correspondingly reduced. More than this, the reservation may be said to



The Public Library at Stoneham.



The Roman Catholic Church at Stoneham.

have acted as something of a barrier to direct communication between Stoneham and Boston. At length, however, a franchise was obtained and this permitted the construction of an electric railway avoiding the long detour before necessary and reducing the traveling time to thirty minutes.

However deterrent may have been the effect of the transportation conditions, Stoneham is a very prosperous community, surely destined to acquire greater prosperity. It has a population approaching seven thousand; those entitled to vote number nearly eighteen hundred; the area of the town is six and six-tenths square miles and its assessed valuation is over \$5,000,000.

Stoneham has the facilities properly considered in these modern days as so necessary to convenient and comfortable life. Ranged along the streets at its center are several business buildings and many stores of various kinds in which may be met the ordinary needs of everyday life.

Various denominations have appropriate and suitably located church edifices and these include the Congregational, Unitarian, Evangelical, Baptist and the Roman Catholic Churches. The old structure of the Methodist Church was burned recently and the ruins removed; but the new edifice while ornamental to the town, will prove an even more appropriate and convenient place of worship.



The Dean and Centre Schools, Stoneham.



The High School Building, Stoneham.

Twenty-five public schools, including the high school, all maintaining a high standard, find adequate quarters in six school buildings. Banking facilities are afforded by one National Bank, one Savings and one Co-operative Bank. The good water comes from the Metropolitan Water supply and is distributed through the town's system of pipes. High pressure service is secured because the water comes from a reservoir on the high elevation of Bear Hill. This water is available throughout the town. Gas for illuminating and cooking is supplied by the People's Gas and Electric Company of Stoneham.

The town is well sewered and the sewerage is carried away through

a trunk sewer of the Metropolitan system.

The streets are lighted by electricity (moonlight schedule) until twelve-thirty at night, under a five-year contract with the Edison Electric Illuminating Company. This company also furnishes electricity for the illumination of residential and commercial structures, as well as for power, at its standard rates as established throughout the thirty-three cities and towns it supplies with electric current. The service of the company is continuous every hour of every day in the year.

The fire department is efficient and the police protection satisfactory. The fire department apparatus consists of one steam engine, one hook



Some of the stores and business buildings, Stoneham.



Factory of the T. H. Jones Shoe Company, Stoneham.



Works of the Stoneham Tanning Company.



Another view in the business streets, Stoneham.



Residences on High Street, Stoneham.

and ladder truck, one combination chemical and hose wagon and three hose wagons with suitable equipment, while chemical extinguishers are carried on the various pieces of apparatus. The public library was established in 1859. The extended collection of books is now contained in a well situated and well appointed Carnegie building.

The unquestionable advantages of Stoneham, as a place for the convenient and economical conduct of their operations, have led several important manufacturing establishments to locate here. Notable among these may be mentioned the T. H. Jones Shoe Company, with its large factory and its daily output of about eight thousand pairs of shoes intended

for ultimate distribution mainly in the South and West; Healy Brothers, manufacturers of shoes for infants; P. Cogan & Son, with another big factory where boys' shoes of high quality are made; the Stoneham Tannery Company, with buildings noticeable for their size, as well as for the operations conducted; W. P. Fletcher, maker of paper boxes; the Vera Chemical Company; Stone & Forsythe, also makers of paper boxes as well as of twine and bags, and the E. L. Patch Company, manufacturers of Pharmaceutical preparations.

The latest available state "Report on Statistics of Labor" shows that in Stoneham in 1906 the capital devoted to production of manufactured articles amounted to considerably



Spot Pond from Bear Hill.



The Station of the Boston & Maine Railroad, Stoneham.



Works of the E. L. Patch Company, Stoneham.

over \$700,000; that during the same year the value of the goods here made was \$3,570,652 and that an aggregate of \$609,340 was paid in wages to employed operatives averaging in number twelve hundred and thirty-nine.

Unusual opportunities are now presented for the advantageous location here of other industrial enterprises and newer-coming ones would share the favorable conditions which have already attracted so many and so important establishments to Stoneham. Many acres of land admirably situated and otherwise suitable for the erection of plants or buildings for the purposes of manufacturing, or of business, are available. Some of this land is closely adjacent to the rail-

road, while other parts of it are quite near by. With four stations within the town, the freight facilities afforded by the railroad are adequate, while Boston is the billing point. Possibly because of the present predominance of the boot and shoe industry of the town, the noticeable opportunities in Stoneham and its many advantages should be considered particularly inviting to other manufacturers of similar or kindred goods. At the same time, it is altogether probable that the special requirements of almost any kind of commercial or manufacturing enterprise could be met without trouble, or, indeed, with comparative ease. Among other advantages it should be noted that all the help probably



Shoe Factory of P. Cogan & Son, Stoneham.



Establishment of Stone & Forsythe, Stoneham.



Shoe Factory of Healy Brothers, Stoneham.

needed could be secured here to work throughout the entire year. Information which should be of interest and value to owners or managers seeking new locations or intending removal of manufacturing or business establishments, as well as to prospective residents—information concerning sites available for business structures, or for dwellings, or in regard to any readily obtainable factory buildings—will be given by the Town Clerk upon request. He may be addressed, or called upon, at the town offices.

Some of the abundant reasons why the manufacturing or business establishments in Stoneham should increase in number have been indicated. There exist as many and as

potent reasons for the further growth of the Town as a place of residence, satisfactory alike to those who here shall find their business interests located, or to others having these in Boston.

The advantage to Stoneham and its residents conveyed by the location of so much of the beautiful Middlesex Fells reservation within the limits of the town has been stated in earlier pages; but charming rural views are numerous, while roads traverse all the town. From Bear Hill and from other elevations, extended and varying outlooks over a pleasant country may be obtained, while the hills themselves, in their contours and with their grassy or wooded slopes, are attractive when comprised



The Unitarian Church, Stoneham.



The Congregational Church, Stoneham.



A pretty spot in Middlesex Fells, within the limits of the Town of Stoneham.

within the view. Indeed, its altitude and unquestionable healthfulness together with the beauty and picturesque character of all the surroundings should commend Stoneham to all admirers of country or suburban life. Moreover, the quality of the residential sites now obtainable in the older part of the Town, in the newly developed Farm Hill district or in other portions, as well as its possession of available conveniences and its accessibility, by the railroad and by the old and newly constructed electric railways, should be regarded as among the advantages of Stoneham as a place for all the year or Summer homes.



WALPOLE

THE WALPOLE NUMBER of a Series devoted to the illustration of certain of the cities and towns adjacent to the City of Boston and the presentation, in brief accompanying text, of some suggestive facts concerning their advantages and development.

PUBLISHED IN BOSTON IN THE FALL OF NINETEEN HUNDRED AND NINE BY

THE EDISON ELECTRIC ILLUMINATING CO.

39 BOYLSTON STREET, BOSTON, MASSACHUSETTS.

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The Public Library Building at Walpole.



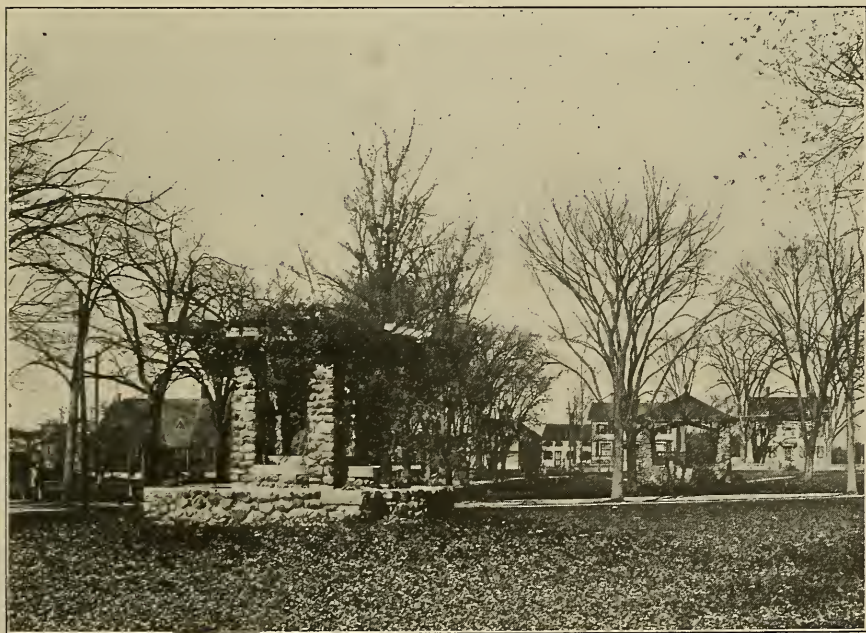
The New High School, Common Street, Walpole.

The Town of Walpole

THEN, as now, an exceedingly pleasant land, the territory of the present Town of Walpole early invited occupancy by the enterprising white men of the Colony. The early records indicate that these came to the neighborhood from Dedham in 1647 and for many years thereafter Walpole was a part of the older town; but in 1724 it was duly incorporated. Sir Robert Walpole of the mother country achieved his high position as Chancellor of the Exchequer nine years earlier and doubtless his then prominence led to the choice of his name as that of the newly incorporated town.

Walpole now occupies an area of twenty-one and six-tenths square miles a little west of the center of Norfolk County. The census of 1905 shows that in the decade then ending the population increased by nearly thirty-four per cent. This population is now estimated to be a little over four thousand. The legal voters number over eight hundred and the assessed valuation as of May, 1909, was \$4,375,630.00.

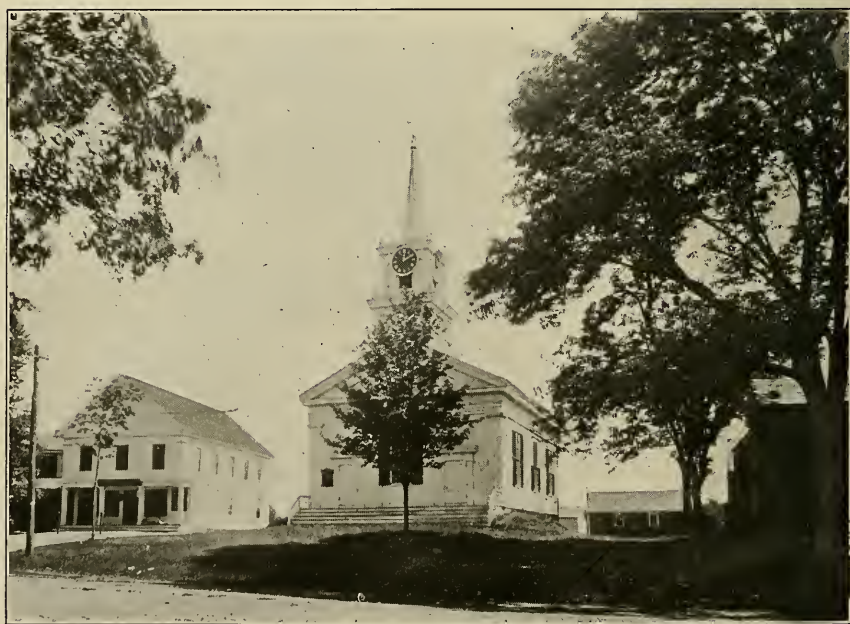
Walpole is on the Midland Division of the New York, New Haven and Hartford Railroad, nineteen miles by rail southwest of Boston. There are nine trains out from Bos-



The Fountain and Band Stand on the Common.



Bird Hall, East Walpole, Contains Post Office, Stores and a Large Meeting Room.



The Methodist Episcopal Church, South Walpole.

ton daily and ten in from Walpole; on Sundays, six in each direction. The single fare is forty cents while five ride tickets cost \$1.60; fifty, \$12.50, and the average running time is fifty-one minutes. Plimptonville is a station on this same road while Walpole is also on the branch road from Lowell to New Bedford. East Walpole, eighteen miles from Boston, Walpole Heights, twenty miles and Walpole Junction, twenty-two miles, are stations on the Wrentham Branch of the Providence Division of the New York, New Haven and Hartford Railroad. Between East Walpole and Walpole Heights and

Boston there are six trains daily in each direction and two on Sundays. The single fare to East Walpole is thirty-five cents, to Walpole Heights, forty cents and five rides cost \$1.60; fifty rides, \$11.00. The different villages are connected by electric railways as the town is connected with Norwood, Dedham and so again with Boston; with Canton, Sharon and Stoughton and with Foxboro and Mansfield.

The accessibility of Walpole and inter-communication are further promoted by the good roads which lead to the town or traverse it in many directions while these roads are so well maintained that they give op-



The Town Hall, Walpole.

portunity for pleasant drives in attractive scenic surroundings.

Within the town are presented the conveniences and utilities essential to comfortable living or the economical conduct of manufacturing operations. Water of excellent quality is supplied by the town in abundant quantity. The water itself comes from forty driven wells, whence it is pumped by adequate machinery to three stand-pipes. There are some twenty miles of street mains and the water is generally available. Indeed about three-quarters of the population use the water. At the fire hydrants, of which there are over one hundred



Representing the Many Pleasant Homes on Common Street.



The Episcopal Church at Walpole.



The Methodist Episcopal Church, Walpole.



On Lewis Avenue, a Street of Attractive Dwellings.



The Unitarian Church, Walpole.

and fifty, a pressure of eighty or ninety pounds is secured. The fire department is efficient and the apparatus consists of one hook and ladder truck and one combination chemical and hose wagon at Walpole; one hook and ladder truck and one hose wagon at East Walpole; one hose reel and one chemical wagon at South Walpole.

There are nineteen public schools including the High School and while the educational opportunities afforded are thoroughly satisfactory, the physical well being of the pupils receives the continual attention of the school authorities. There are eight school buildings and of these the high school

is of recent construction, modern in arrangement and equipment.

The District Court of Western Norfolk holds its criminal sessions three days weekly at Walpole and civil sessions on Wednesdays.

The streets of Walpole are lighted by electricity until one o'clock on other than moonlighted nights by The Edison Electric Illuminating Company. This Company also furnishes electricity for the illumination of residential or commercial structures, as well as for power, at its standard rates as established throughout the thirty-three cities and towns it supplies with the electric current. The service of the Company is continuous during

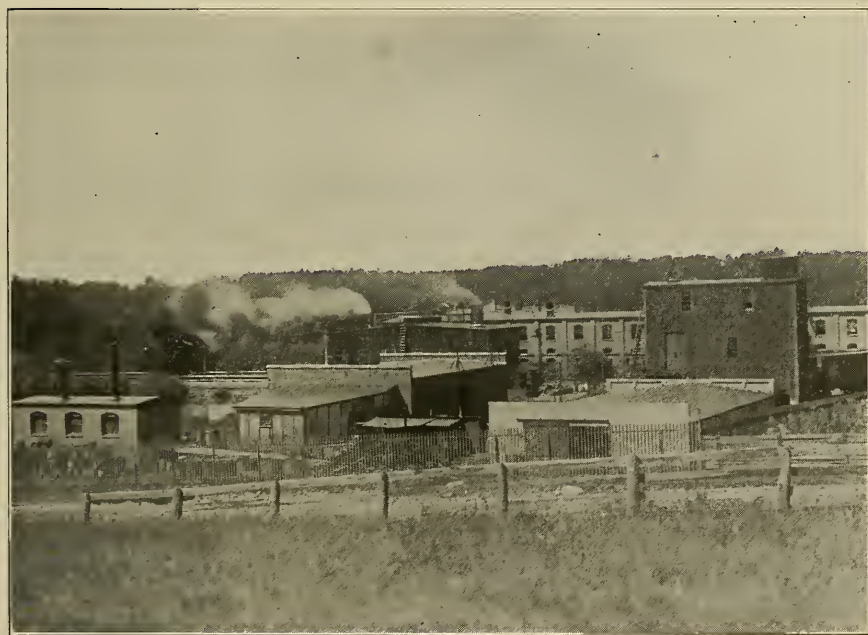
every hour of every day in the year.

The Public Library occupies a notably handsome building near the Common in Walpole, while a branch library is maintained at East Walpole in the house of the Wednesday Club. The library was founded in 1876 and its collection of books and periodicals is properly comprehensive while due use is made of the circulating privileges and of the reading room.

There are Congregational, Unitarian, Roman Catholic, Methodist Episcopal and Episcopal churches at Walpole; Congregational at East Walpole and Methodist Episcopal at South Walpole.



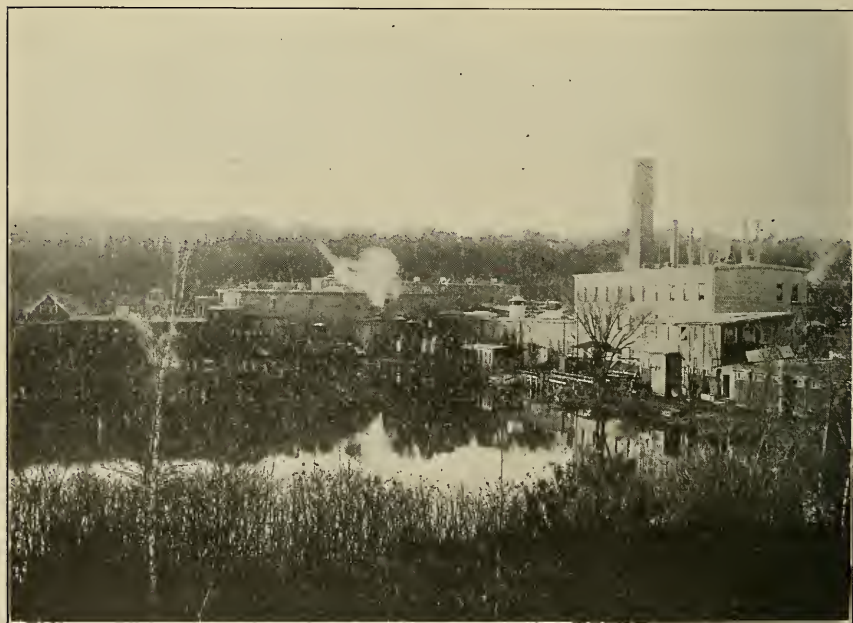
The Roman Catholic Church, Walpole.



Works of the Massachusetts Chemical Company.



The Factory of F. W. Bird & Son, East Walpole.



Paper Mill of Hollingsworth & Vose, East Walpole.

There are stores for the supply of usual needs and in Bird Hall at East Walpole, with its clock installed in memory of F. W. Bird and through the efforts of the F. W. Bird Memorial Association, are stores, the post office and a large meeting place with stage and scenery.

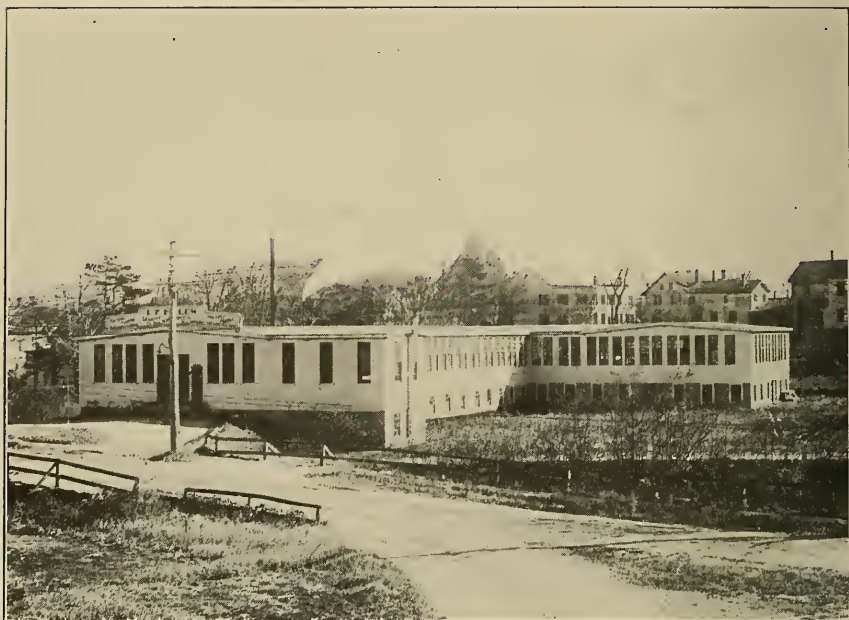
Social pleasures are promoted or intellectual diversion afforded by the various church and fraternal organizations and by the Walpole Club, a social organization composed of business men and with the commercial improvement of the town as one of its aims; by the Riverside Men's Club and the Walpole Men's Club, both social in their objects, but both providing lectures from time to time for their members and the public; by the Walpole Women's Club, a literary society of over one hundred members, and by the Wednesday Club of East Walpole. This latter is a woman's club but men are eligible as associate members and besides its social aims it helps the schools by providing them with pictures and decorations and establishes or encourages kindergartens. In many ways, indeed, this Wednesday Club is active in measures to promote the social and general welfare of the town. Opportunities for out-door recreation are afforded by the athletic field, with space for ball games on the



The Congregational Church, Walpole.

High School grounds; by the Walpole Athletic Association, with its baseball games on Cobb's Field; by the Walpole Athletic Club, with football games on the same field; by the Walpole Tennis Club, with its courts at Common Street and Clark Avenue; by the East Walpole Tennis Club and at Paroid Park, a very pretty place of five acres provided by C. S. Bird, Esq., and having as well as shrubbery, trees and flowering plants, tennis courts and a winter skating pond.

While these advantages, together with its beauty of scene and diversified topography, make Walpole admirable as a place for



Machine Works of L. F. Fales, Walpole.

comfortable and attractive satisfactory homes it is no less well adapted as a locality for manufacturing operations.

Among the industries in Walpole are S. Gray Company, bleaching and dyeing leather; the Massachusetts Chemical Company, makers of rubber specialties; L. F. Fales, machinery; Lewis Manufacturing Company, cotton belting; American Adjustable Chair and Desk Company; Whitson Company, tannery; Wandell Screen Company, paper machine screens; J. B. Rooney, card clothing; H. A. Morse Company, lumber. At East Walpole are the plants of the American Glue Company; Hollingsworth & Vose, manufacturers of paper; F. W. Bird & Son, important makers of building papers and roofing materials established here so long ago as 1817. The latest published State Report on

the Statistics of Labor gives as the valuation of the goods made in 1906 in Walpole, \$4,718,006.00; and the wages paid in the same year as \$663,433.00 to an average number of 1200 wage earners employed. The freight facilities presented by the railroads and at the several stations are adequate and admirable and Boston is the billing point. Many good sites are available near the railroad and where sidings exist or could be placed. It is estimated that the services of about two hundred living in the town could be secured for the entire year. Information as to these points, as to any factory buildings available and readily adaptable or as to desirable locations for business buildings or dwellings will be given promptly in response to any request addressed to the Town Clerk.

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The Soldiers' Monument and a little of the Common.

The City of Waltham

OCCUPYING a territory naturally well adapted to meet requirements for residences and so developed as to be no less well suited to serve as locations for large or small industrial enterprises, the City of Waltham is in Middlesex County, about ten miles from Boston and a little north of a line running due west from the larger city. The more thickly settled parts of Waltham are near its southern boundary; here, also, and within a short distance of the Charles, in its course of three miles or so through the city, are the im-

portant business houses and the plants of the manufacturing establishments for which Waltham has become so notably distinguished. Here the characteristics are distinctly urban and the residents enjoy the conveniences and facilities of a well equipped modern city. To the north and west of this part of Waltham, and within its geographical limits of fourteen square miles, is a large area in which more rural conditions prevail. Here, in a pleasant land made easily accessible by good roads and modern methods of transportation many



The City Hall.



The Railroad Station from the Common, Waltham.

homes have been established, as others may be, in which all the delights of country life, its freedom and quiet, are all obtainable while yet command of conveniences need not be surrendered.

There is much attractive scenery in Waltham and a pleasant diversity of the physical aspect. The Charles River to which with its water power Waltham doubtless owes the early beginning of its later remarkable industrial development, is an attractive feature of the varying landscape. The altitudes attained within the town differ greatly. The Charles on its way from Waltham to the harbor has only twenty-two feet to fall to reach the level of tidal waters. There are several high hills and

more numerous slighter elevations while the more elevated of the two summits of Prospect Hill rises to about four hundred and eighty feet. Prospect Hill is now with its immediate surroundings a part of the park system of Waltham and so the summit, with its commanding and appreciated view, is reserved for the rightful continued enjoyment of the citizens. The view in its wide extent includes such important features as Monadnock, the Kidder and Lyndeboro mountains, many unnamed hills in Massachusetts and New Hampshire, and Kearsarge seventy-five miles distant. Within the beautiful prospect are a wide range of cultivated farming land, thirty or forty towns in ad-



Banks Square, named in honor of General N. P. Banks, a former resident of Waltham.



The Mercantile Building at the Corner of Moody and Main Streets.



The High School Building at Waltham.



Building of the Waltham National Bank.

dition to Boston with its domes and spires, the more important of the light-houses of Boston Harbor and something of the ocean with its rock-bound shores. The nearer view includes the plain, and pleasant fields, of Waltham with the surrounding hills, its woodland areas and its water courses, many of its comfortable homes and its productive factories.

In its earlier years a part of Watertown, now its immediate neighbor on the east, Waltham became an incorporated town in 1738 when its population was approximately five hundred.

Until toward the middle of the nineteenth century the increase in the population was moderate though normal; but then, and after the later establishment here of the industry which has earned for Waltham the widely-known appellation, "The Watch City," the growth in number of inhabitants has been marked and rapid. By 1882 it was apparent that Waltham had attained the population necessary to enable it to become a city of the Commonwealth. The proposition that it should surrender,



St. Mary's Roman Catholic Church

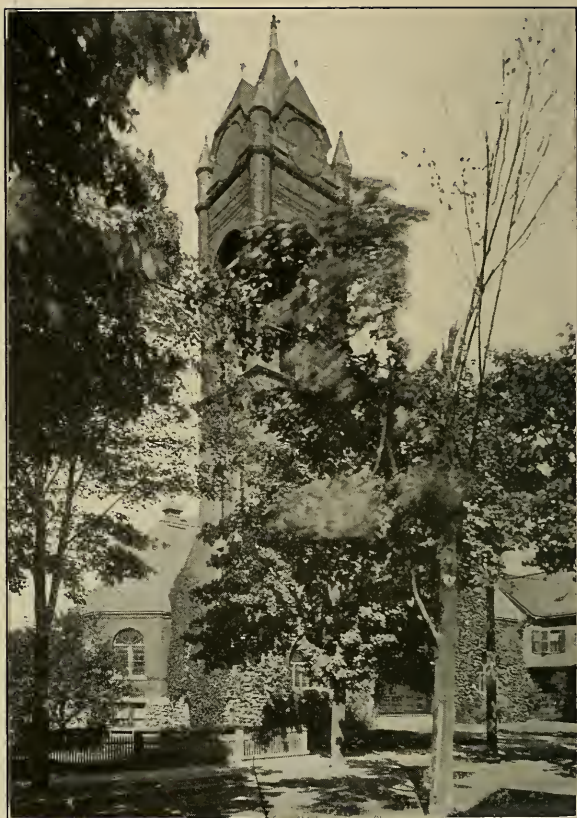
however, its old democratic form of town government did not prove immediately acceptable. An agitation ensued which lasted for two years or so. The matter was discussed freely and debated ably. In time the views of those advocating a city government and the administration of affairs by elected officers and departments of single heads prevailed.

The act to make Waltham a city passed the Legislature June 2d, 1884. This was accepted, or confirmed, in a town meeting of July

16, 1884, and the first officials of the newly created city assumed their duties on the first of January, 1885. What might have happened had Waltham remained a town may be regarded as a problem of little present interest; that, as a city, it has grown and prospered mightily is known. A census ordered by the town in the early months of 1884 showed that the inhabitants numbered something over fourteen thousand. The population in 1905 as ascertained by the State census of that year was 26,239, representing an increase of nearly

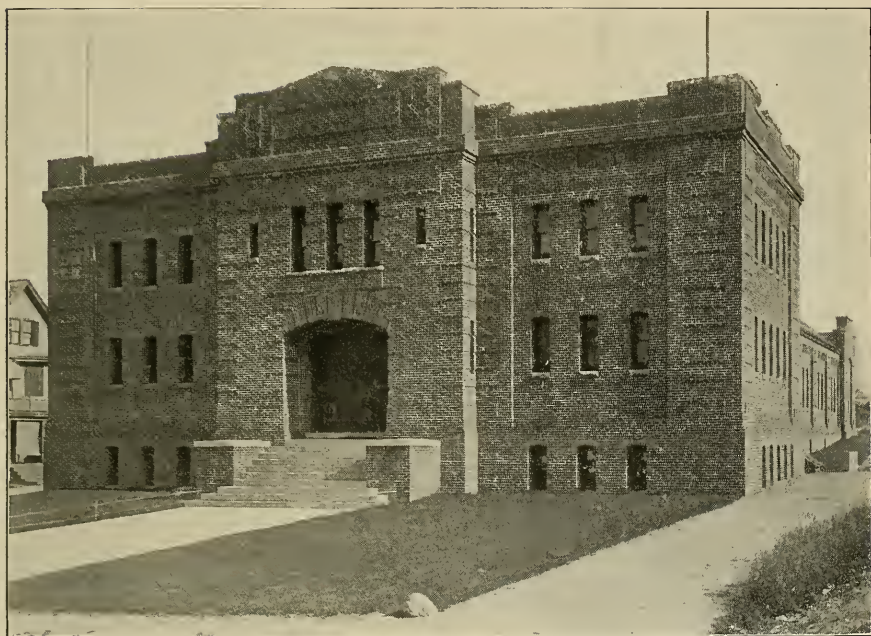
twenty-six per cent during the preceding ten year period. In material prosperity the city has advanced with its growth in population. The assessed valuation as reported for 1908 amounted to nearly twenty-five million dollars—on real estate \$18,541,300.00; on personal estate \$6,369,360.00.

Waltham was once an important stopping place on the Sudbury Road, one of the main lines of travel from Boston to the interior and western towns in the Colony and the young State; but by 1843



Beth Eden Baptist Church, Maple Street.

the Fitchburg Railroad was built as far as Waltham and to this point the Watertown Branch was extended in 1853. Now, Waltham is a station on both the Fitchburg and the Southern Division of the Boston and Maine Railroad, ten miles by rail from Boston. Over the Fitchburg Division there are forty-seven trains out from Boston daily and fifty-two in from Waltham, while on Sundays there are eighteen and twenty respectively. The single fare is seventeen cents; twelve rides cost \$1.30



The Armory, Quarters of Company F, Fifth Regiment, M. V. M



Building of the Waltham Savings Bank.



Some of the Homes on Harris Street, Waltham.



Station of the Waltham Fire Department on Moody Street.

and twenty-five \$2.44. The average running time is thirty-one minutes. Over the Southern Division there are eleven trains from Boston daily, twelve in from Waltham and on Sundays six in each direction. To Waltham Highlands, also on the Southern Division, eleven miles by rail, there are eight trains from and to Boston daily, with four out and three in on Sundays. Besides the easy c o m m u n i -

cation afforded by these frequently running trains Waltham is connected by electric railways with Newton and with Watertown and through either of these places again with Boston; with Lexington and so with Lowell and places between. The pleasant journey to Waltham from Boston by the cars on the electric railway requires usually fifty-four minutes and the fare is ten cents.

In Waltham is well met the modern demand for neighborhood con-



The First Congregational Church, Waltham.

veniences and public utilities of consequence. In the thoroughfares near the center of the city are numerous business buildings in which are stores of various kinds in which all household supplies and personal necessities are obtainable. In the business buildings which in design, size and construction would be creditable structures in any city are the offices of many individuals or corporations devoted to important undertakings while professional services of any nature



A little of the Waltham Hospital.



In the Welsh Building are the Public Library, Stores and Masonic Hall.

are within proper command. Local banking privileges are extended by the Waltham National Bank, by the Waltham Savings Bank, by the Waltham Trust Company and the Waltham Co-operative Bank. Two daily newspapers are supported in Waltham and these provide the

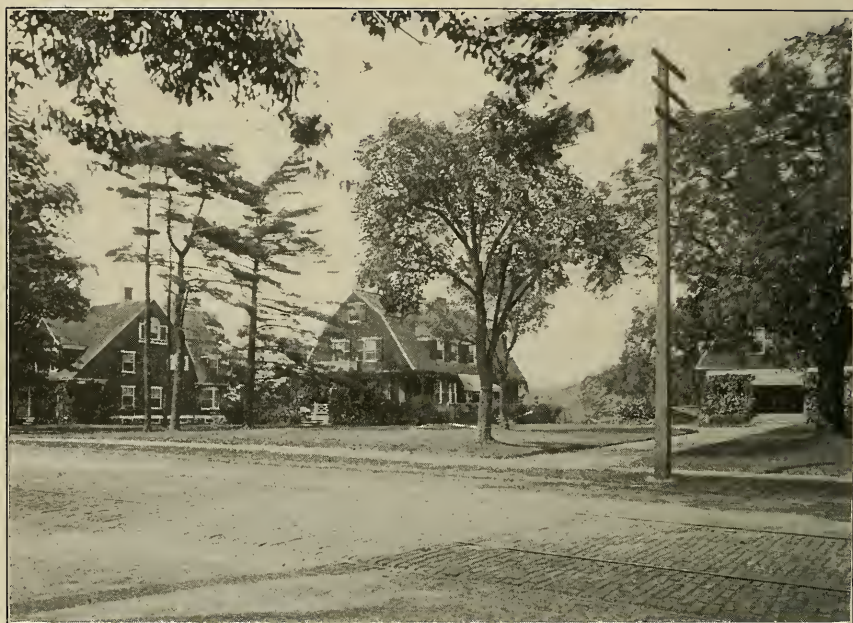
local as well as other news and due comment.

Water excellent in quality and generous in supply is made available throughout the city by the city water works and the comprehensive distributing system, comprising fifty-four miles of mains and over forty-seven miles of service pipe. The source of supply is a filter basin near the banks of the Charles at the Weston line and surrounded by a reservation of sufficient acreage to secure protection from contamination. The water is pumped to a concrete tower, covered in accordance with the most approved modern practice to prevent the growth



The First Baptist Church, Waltham.

of water plants or the entrance of foreign matters. This tower, or reservoir, is itself forty feet high and stands on a hill in the southwestern part of the city and gravity secures adequate pressure. The sewer system of Waltham is also commendable and adequate. It protects all the more populated parts of the city and there are nearly forty-two miles of sewer mains. The sewage is disposed of through the South Metropolitan District Sewer into Boston Harbor. Due provision has been made for the separate drainage of surface water. Illuminating gas was introduced in Waltham over half a cen-



Attractive Dwellings on Main Street.



Christ Church, Protestant Episcopal, Waltham.



The First Parish Church (Congregational Unitarian) Waltham.



Pleasant Residences along Appleton Street.

tury ago and gas for illumination and cooking is now supplied by the Newton and Watertown Gas Light Company.

The streets of Waltham are lighted until one o'clock every night under a three year contract with The Edison Electric Illuminating Company. This company also furnishes electricity for the illumination of residential and commercial structures, as well as for power, at its standard rates as established throughout the thirty-three cities and towns it supplies with the electric current. The service of the company is continuous every hour during every day of the year.

The fire department of Waltham is efficient with horse drawn apparatus consisting of two steam fire

engines, one chemical engine, one ladder truck, one aerial ladder truck, one combination hose and chemical wagon, four hose wagons, with supply vehicles and exercise wagons. The apparatus is suitably equipped and hand chemical extinguishers are carried. There are over four hundred fire service hydrants connected with the water system.

Good order in Waltham is preserved by an adequate police force under capable direction and ample protection is given person and property. The nearly sixty-two miles of public streets and roads, largely macadam or gravel, are maintained in good order while there are over fifteen miles of private streets. Such other general



Building Containing the Post Office as well as Stores and Offices.



The Universalist Church of Our Saviour, Waltham.



Police Headquarters and Police Stables.



The Immanuel Methodist Episcopal Church, Moody Street.



The Lawrence Block, Another Important Business Building.



Homes along Wellington Street, Waltham.

services as the watering of these streets, the removal of ashes and refuse, the care of the poor, the inspection of animals, buildings and milk, proceed under the supervision of the proper city departments. The post office has four sub-stations while satisfactory collection and carrier services are rendered.

The Waltham Hospital was incorporated in 1885 and the hospital was opened the first of October, 1887; but in 1889 the city leased to the corporation composed of public spirited and generous donors of the necessary funds a tract of land for new buildings for ninety-nine years at an annual rental of one dollar. The first of the new structures, the present administration building, was dedicated in April of

1892, and other buildings or pavilions have followed as other and later gifts have made possible their erection. The hospital is enabled to carry on its work by private subscriptions; but the city is permitted to send certain cases of its sick poor there, and this it does without causing their pauperization.

The Public Library, based upon earlier institutions, was organized as a free public library in 1865. It is the property of the city and its fine collection of well selected books is contained in proper rooms in the Welch Building on Moody Street, where also are the reading rooms and the distributing centres for the large circulation of loanable books. A sum of sixty thousand dollars has been bequeathed



St. Joseph's Roman Catholic Church, Waltham.



The Locke Building, a New Business Structure on Moody Street.



The Plant of the Waltham Watch Company as Seen from Across the River.

to the city for the acquisition of a site and the erection of a suitable library building and this will be added to the advantages and attractions of Waltham as soon as may be after the bequest becomes available.

There are seventy-four public schools in Waltham, including one High School, as reported by the State Board of Education. The preparation of "new members to bear their part in society" is carried on in sixteen public school buildings under the direction of the School Committee and the Superintendent. In these schools the educational standard is maintained which enables the public schools of Waltham to share worthily the wide and good repute of the schools of the Commonwealth. Moreover,

due care of the well being of the pupils is exercised; these have the benefit of physical training and medical inspection also has been introduced. An industrial evening school has been established and is attended by those pursuing their necessary labors throughout the working hours of the day and other evening schools are conducted. There is also in Waltham a well attended parochial school.

From the one church existing at the time of the incorporation of Waltham as a town, the places of worship have increased until they number fifteen. Besides the First Parish Congregational (Unitarian) Church, there are two Baptist churches, two Roman Catholic, one Congregational, two Episcopal, two Methodist Episcopal, while



A Part of the Mills of the Boston Manufacturing Company, Waltham.

there are edifices of the Presbyterian, the Swedenborgian, the Swedish Lutheran, Swedish Congregational and the Universalist Societies.

Fraternal organizations of national importance and membership are well represented in Waltham. Associations of employees of the large industrial establishments and other associations connected with the various churches, and several clubs exist for mutual betterment, or to promote neighborliness, while some include among their aims the welcome and introduction of new comers strange to the city and its ways and residents. The Waltham Canoe Club has its well appointed club house at Woerd Avenue on the banks of the Charles River. In the Armory on Sharon Street are

the quarters of Company F, Fifth Regiment M. V. M.

While Waltham is so well equipped in so many other ways unusual facilities for out door enjoyment and recreation are presented. There are several lakes or ponds and many natural features of diverse interest while the long good roads which run throughout the city and often in picturesque surroundings of varied beauty invite driving, automobiling and walking. Within the limits of the city and under the supervision of the Metropolitan Park Commission are nearly forty-three acres of the Beaver Brook Reservation with its stately trees, its pleasant places, and its ponds which are also popular skating places every winter. There are also here over thirty-eight acres



Works of The E. Howard Watch Company, Waltham.



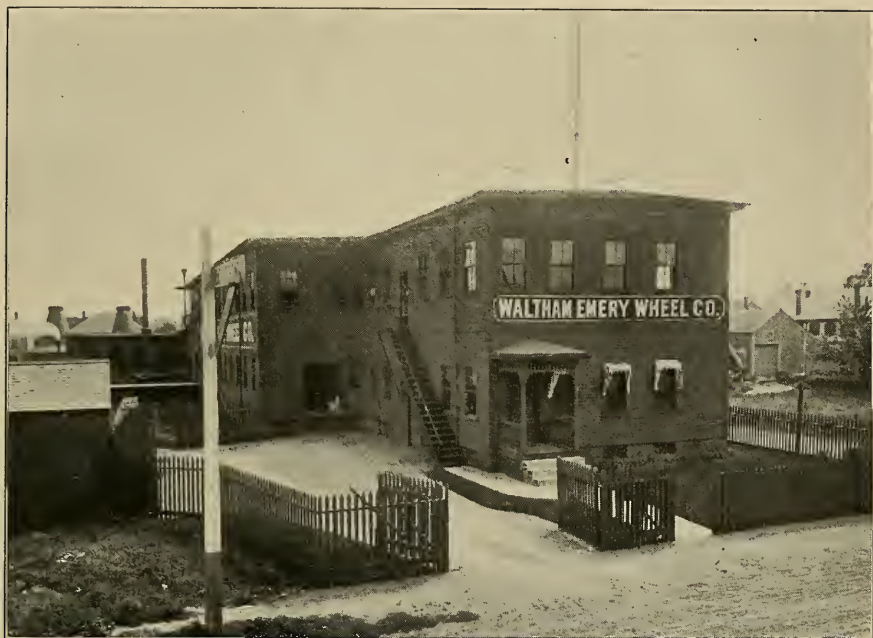
Factory of the American Watch Tool Company.



Factory of B. C. Ames & Company with that of the American Knitting Company
in the distance.



Works of the O'Hara Waltham Dial Company.



Plant of the Waltham Emery Wheel Company.

of the Charles River Reservation with its excellent driveways commanding views of the beautiful stream and its shores. The city maintains a park of one hundred and thirty-seven acres on and about Prospect Hill with its summit so high that it is believed to be the first land sighted by mariners as they enter Boston Harbor. The Common comprises over seven acres and there are many open squares or breathing places, while over twenty-five and a half acres are devoted to the purposes of three public playgrounds—one on the old bicycle park, one on Elm Street and one on Willow Street. In these are fields for base-ball and foot-ball games and gymnastic apparatus for outdoor athletic exer-

cises under due and competent directions. On the Charles River, which otherwise provides its continued and varied enjoyments, the city maintains a popular public bath house.

The more intimately Waltham is known and the more carefully are considered its advantages the more wisely chosen will seem the words of the Historian of the Day at the celebration in June, 1909, of the twenty-fifth year of city existence, when he spoke of Waltham as "ideal in its location, metropolitan enough for those who enjoy urban life and suburban enough for those who enjoy the freedom of the country."

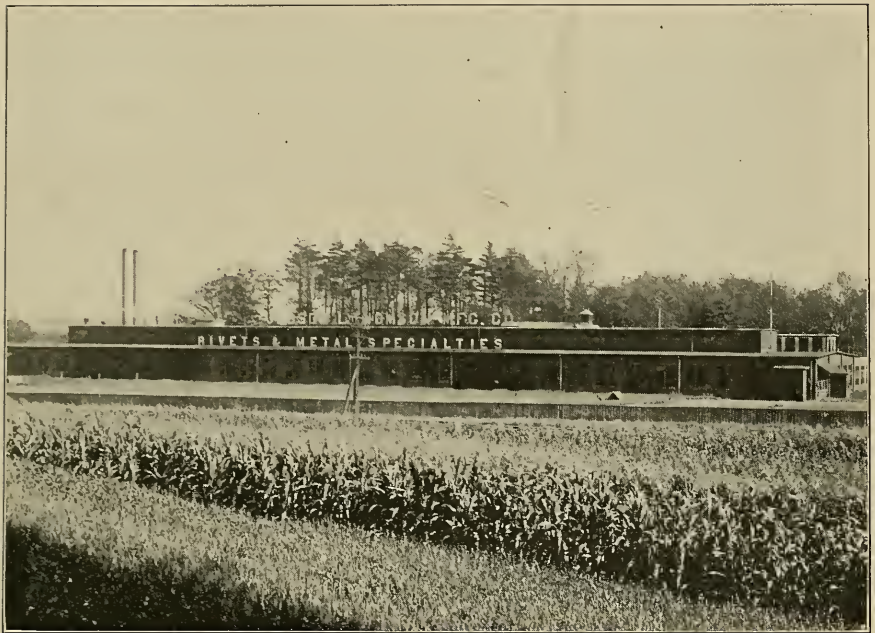
For many years after the settlement of the territory of Waltham

the pursuits of its inhabitants were, of course, mainly agricultural, but the available water power afforded by the Charles led to the early establishment of mills, and in 1813 the Boston Manufacturing Company secured a mill which had been used to produce paper and began the manufacture of cotton goods by the then newly-invented power loom. In 1849 Aaron L. Dennison interested others in a project to manufacture watches of interchangeable parts by machinery, and the enterprise was started in Roxbury as the American Horologe Company, becoming later the Warren Watch Company, and then the Boston Watch Company. A change of location was thought desirable and after considerable investiga-

tion Dennison chose Waltham partly because of its water power and its accessible location and partly because it presented opportunities for the employees of the Company to make for themselves comfortable homes in suitable and attractive surroundings. The construction was begun in 1854 of the buildings of a company destined to assume a foremost place among the industries of the world and to become an important factor in the further and continued development of Waltham. In the vicissitudes of the early years there were several changes in the principal ownership as well as in the title of the Company; but in due time its present name of The Waltham Watch Company was adopted. This Com-



Part of the Plant of the Davis & Farnum Manufacturing Company.



Works of the Judson L. Thomson Manufacturing Company.

pany gives employment to many of the work people of Waltham; but many other manufacturing establishments have been attracted to Waltham and a list of the important of these will show the variety of industrial undertakings carried on here and indicate the different kinds of employment provided in this busy and progressive city. The list follows: The American Knitting Company; American Watch Tool Company; B. C. Ames and Company, tools and Machinery; George J. Barker Lumber Company; The Boston Manufacturing Company, cotton goods; Davis and Farnum Manufacturing Company, iron and brass founders; E. Howard Watch Company; C. H. Metz Company, auto-

mobiles; New England Paper Bag Company; O'Hara Waltham Dial Company, various enamelled articles as well as dials; Stark Tool Company; Superior Corundum Tool Company; Judson L. Thomson Manufacturing Company, rivets; Waltham Bleachery and Dye Works; Waltham Clock Company; Waltham Emery Wheel Company; Waltham Foundry Company, bab-bitt metal; Waltham Machine Works, watch and clock tools; Waltham Screw Company; the Waltham Watch Company.

From the latest published State Report on the Statistics of Labor it appears that in 1906 the capital devoted to production in Waltham amounted to \$9,080,426.00, while nearly three and one-half



Prospect Street Bridge and Surroundings on the Charles in Waltham.

million dollars were paid to an average number of 6,123 wage earners employed. In the same year, 1906, the value of goods made amounted to \$7,747,095.00, an increase of more than eight per cent over the production of the year before.

Available for the needs of other manufacturers and quite suitable as convenient locations for factories or commercial structures there is a large area of land near the lines of the railroad. The freight facilities afforded by the railroads are adequate and as satisfactory as are those for the transportation of passengers. The billing point is Boston. The services of many work people, some highly skilled, could be obtained from those al-

ready living in the city or in its immediate neighborhood. Furthermore, operatives newly coming here will find opportunities to make their homes in surroundings and under conditions which should tend to promote their content and happiness. The citizens in general extend their help and support to the well directed efforts of the officials to preserve approved conditions in the city and to advance its interests. The Business Men's Association actively pursues the same end and to the Secretary of the Association may be addressed inquiries as to sites for factories or locations for dwellings or requests for information concerning any of the features or advantages of the city.

WATERTOWN

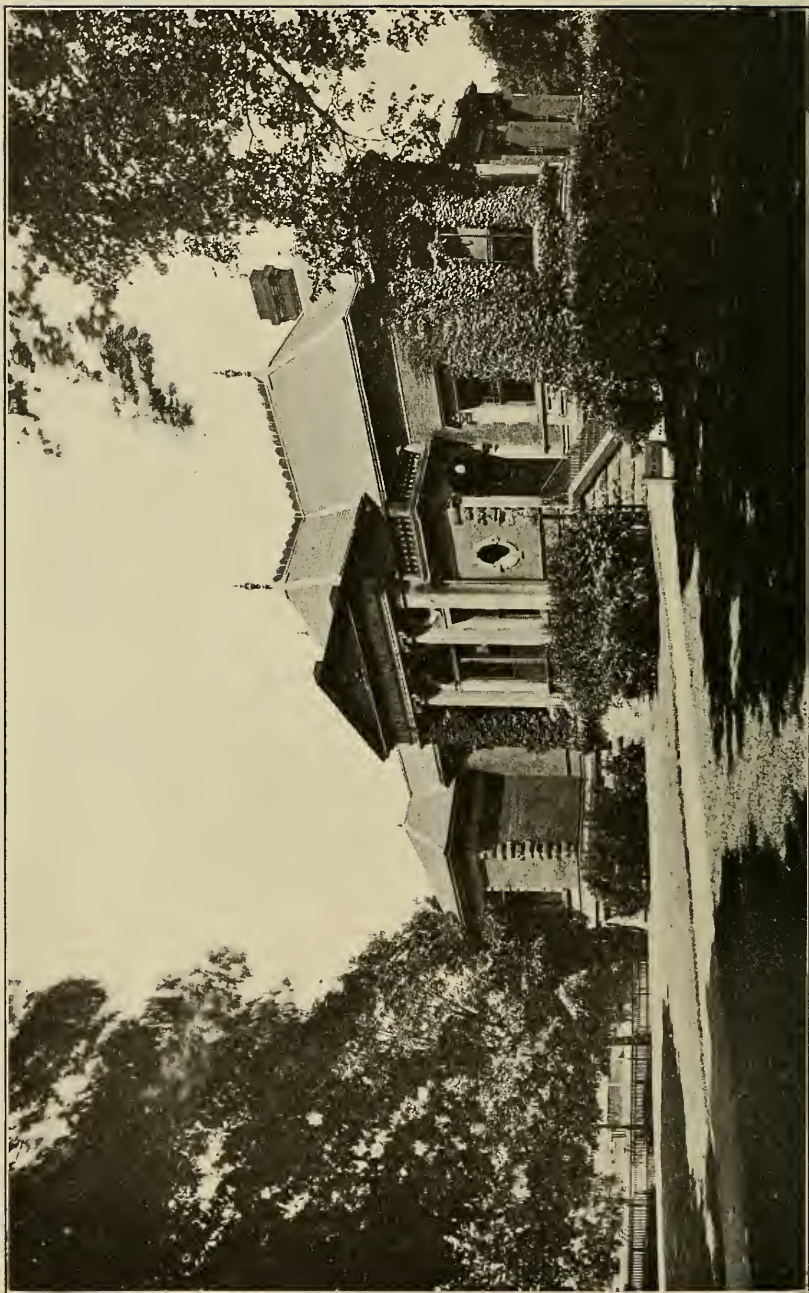
THE WATERTOWN NUMBER of a Series devoted to the illustration of certain of the cities and towns adjacent to the City of Boston and the presentation, in brief accompanying text, of some suggestive facts concerning their advantages and development.

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The Public Library Building Adjoining Saltonstall Park.

The Town of Watertown

A LONG back, nearly three centuries ago, or in 1630, Sir Richard Saltonstall, then one of the wealthiest and most influential men in the Massachusetts Colony, the Rev. George Phillips and certain of their companions sought a place where they might extend their farming or cattle-growing operations, with hope of due and larger reward. This place they found on the north bank of the Charles, a few miles west of Boston and at the point which afterward marked the head of navigation on the river. Their landing place and its surroundings were given the name of Watertown by the officials of the time. To be

sure, this particular location early became a part of Cambridge; but, nevertheless, this settlement may be said to have been the actual beginning of now important Watertown, one of the oldest towns in the Commonwealth.

In due time, and perhaps more rapidly than to other parts of the neighboring country, other white settlers came in appreciable numbers attracted by the fertile fields, as well, doubtless, as because access by the river was so convenient. For a time the territory occupied by the town was very large; but as the nearby settlements increased in size and population and as other towns were



The Town Hall.



The First Parish (Unitarian) Church, Watertown.

created the territory of Watertown was lessened in extent. When, for instance, Weston was incorporated in 1713, a large part of its land was taken from Watertown. Again, more than half of the remainder became a part of Waltham when this place was incorporated in 1738. Another portion, to the east, was joined to Cambridge in 1754.

Of course, in the early days most of the land of the town was devoted to farming; but the water power, created by the natural falls led to the early location of grist mills, while this supplemented by the dam constructed later, but now so long ago, was a leading cause for the beginning of the industrial development of Watertown which has proceeded to so remarkable an extent.

The present Watertown occupies an area of four and one-tenth square

miles about seven miles west of Boston. Once an important stopping place on the great road which connected Boston with the central and northern parts of Massachusetts and with New Hampshire and Vermont, Watertown is now a no less relatively important station on the Fitchburg Division of the Boston and Maine Railroad. Over this road there are seventeen trains out daily from Boston and twenty-one in from Watertown and on Sunday there are eight and seven respectively. The usual running time is twenty-six minutes and the single fare is twelve cents, while twelve rides cost \$1.10 and twenty-five \$2.19. Thus, easy communication between Watertown and Boston and other points is assured; but moreover, cars running at convenient intervals over electric railways connect Watertown with



Some of the Residences at Marshall and Spring Streets.



The Francis School Building, Watertown.



The Banks and Other Offices.



Other Business Buildings and Post Office, Watertown.

Cambridge and Boston; with Brighton, Allston, and Boston; with Newton, Newton Highlands and Needham; with Waltham; with Mt. Auburn, Cambridge and so again, via Harvard Square, with Boston. The fare to Boston by any of the electric cars there running is five cents.

Rather compactly settled, Watertown has a population estimated at twelve thousand with about twenty-four hundred entitled to vote. Its prosperity is indicated by its assessed valuation which for 1909 was \$14,061,541.00.

Occupying in the main the side of the gentle slope towards the Charles River, pretty much all of the town has the southern exposure which is considered so desirable, and while this fact is duly appreciated by the older residents, it should seem an important advantage of Water-

town to others seeking more rural or suburban life within convenient distance of Boston with its great business affairs and its wide connections as well as its many points of historical and timely interest. In the very pleasant streets of the town on ground considerably elevated above the level of the river are many attractive and handsome residences, and while in these older streets opportunities are presented for the acquisition of houses ready for occupancy or of plots suitable for the erection of new dwellings, at River-ton within view of the Charles and at other locations large tracts of land are being developed and prepared for the establishment of other pleasant, comfortable and suitable homes.

Together with the excellence of its location and its thorough accessibility, in Watertown are presented



The Episcopal Church, Watertown.



The Congregational Church.



The Roman Catholic Church, Watertown.



The Methodist Episcopal Church.



The Baptist Church, Watertown.



On Mount Auburn Street, Watertown.

the conveniences which promote the comfort and pleasure of life. In the busy streets near the center are many stores in which necessities and ordinary wants may be supplied. Here also are the offices, in well constructed buildings, of the Union Market National Bank, organized in 1873, of the Watertown Savings Bank and of the Watertown Co-operative Bank with their satisfactory accumulations of assets. Two weekly newspapers give the local news and present comment.

Educational opportunities are afforded by the thirty-seven public schools, including the High School, reported by the State Board of Education. These schools maintain the high standard for which the schools of Massachusetts are known so well and so justly, and the nine school buildings within the town are appro-

priate in arrangement and convenient in location. Some of these school buildings are notably important in appearance while modern in plan and construction. There are seven churches, the First Parish Unitarian, the Phillips Congregational, the First Baptist Churches, St. Patrick's Roman Catholic Church, the Roman Catholic Church of the Sacred Heart near Mt. Auburn, the Methodist Episcopal Church and the Episcopal Church of the Good Shepherd.

The principal streets of Watertown are lighted all night by electricity and others until twelve-thirty every night under a ten year contract with The Edison Electric Illuminating Company. This Company also furnishes electricity for the illumination of residential and commercial structures, as well as for power, at its standard rates as established



The Marshall Spring School Building.



Some of the Pleasant Homes on Russell Avenue.



Works of Lewando's French Dyeing and Cleansing Company, Watertown.



Underwear Factory of Thomas Dalby Company.



Part of the Plant of the Hood Rubber Company, Watertown.

throughout the thirty-three cities and towns it supplies with the electric current. The service of the Company is continuous during every hour of every day in the year.

Drinking water is distributed throughout by the town and is obtainable in all sections, while the excellent water itself comes from the Metropolitan System of Water Supply. Gas for lighting and cooking is supplied by the Newton and Watertown Gas Light Company. The police department is active and efficient while no less efficient is the fire department with its horse-drawn apparatus consisting of one steam engine, one combination chemical and hook and ladder truck and two hose wagons carrying chemical extinguishers as well as suitable other equipment.

The Public Library occupies a handsome building near the main

street. The construction of the building, finished in 1882, was due to public subscriptions. The library collection, however, was first opened to the public in 1869, the money for its establishment having been given to the town by a large number of the residents. In a part of the building is maintained a collection of current periodicals intended particularly to benefit those of the community employed in industrial pursuits, and provided for by the fund contributed by Charles Pratt in memory of his father, Asa Pratt, who lived in Watertown for sixty years, dying in 1878.

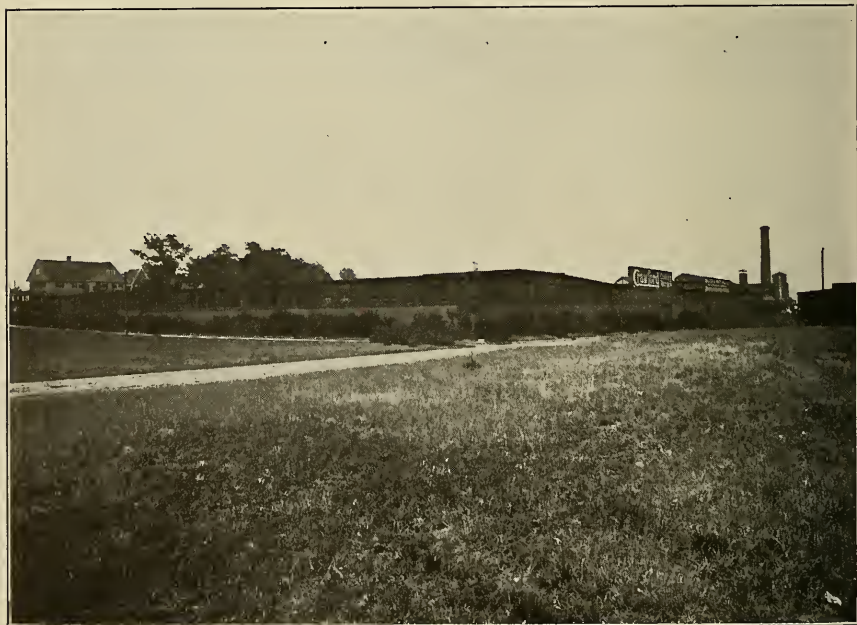
Furthermore, there are opportunities for outdoor recreation. The memory of Sir Richard Saltonstall, the early founder, is further perpetuated by Saltonstall Park near the center. Then there are Howe Park, Whitney Hill Park, a wooded hill

left in its natural state, and the town field used as a playground and where base ball and other games may be enjoyed. Within the limits of the town are eighty-one acres of the Charles River Reservation, devoted in the main to the boulevard and its immediate surroundings, and at Watertown also are the grounds of the Oakley Country Club with its noted golf course of eighteen holes. Since the building of the dam near the mouth of the Charles, the river presents an unvaryingly broad expanse admirably adapted for the pursuit of aquatic sports and the pleasures of canoeing or other boating, and this assuredly is an advantage to the youth and others of Watertown, while the river adds beauty to the town and its surroundings.

In the farms in the outlying districts vegetables in variety and large

quantity are grown, and of the farms perhaps the most important and certainly the most noted is that of Lovell Brothers, growing a large amount of market products. The industrial development of Watertown has been most marked, however. Attracted in the first instance, doubtless, by the already mentioned water power, as well as by the proximity of the place to Boston and the sea, and by the ability to receive and ship freight by boat, manufacturing enterprises were early established in Watertown. As these remained and new ones came modern conditions duly created were found of indisputable advantage in promoting the convenience and economy of their operations.

The Arsenal of the United States, established here in 1816 and occupying many acres along the bank of



Works of the Walker & Pratt Manufacturing Company.



The Aetna Mills, Watertown.

the river, is, of course, an important industry; but among the manufactories which more properly may be regarded as belonging to the town and representative of its industries are the Union Carpet Lining Company; the Hood Rubber Company, said to be the largest concern of its kind in the world; the Walker & Pratt Manufacturing Company, makers of ranges and furnaces and steam heating apparatus here long ago established; the Simons, Hatch and Whitten Company and the E. C. Manufacturing Company, both makers of shirts; the Thomas Dalby Company, underwear manufacturers; the Stanley Motor Carriage Company, automobile makers; the Union Bag and Paper Company; Warren's Soap Manufacturing Company; the Massachusetts Fan Company, makers of blowers and fans; The Aetna

Mills, important makers of woollens and the Bemis Mills, engaged in similarly important operations. In Watertown where indeed the enterprise was first established, is the main plant of Lewando's French Dyeing and Cleansing Company occupying a large brick building near the center. The importance of the manufacturing industries of Watertown is indicated by the statement in the latest available State Report on the Statistics of Labor that in 1906 the capital devoted to production amounted to nearly three and one-half million dollars. \$15,540,942.00 represented the value of the goods made in Watertown in that year, while \$2,080,243.00 were paid in wages to wage earners employed averaging in number 4209.

There is now available in Watertown a large area of land suitable



Club House of the Oakley Country Club, Watertown.

for the location of manufacturing plants or commercial buildings. There are six railroad stations within the town and the freight facilities are excellent, while Boston is the billing point. Labor, including the services of many skilled people, is readily obtainable and newly coming operatives would find opportunity in the town to obtain good positions and acquire pleasant homes. The advantages which have led so many manufacturers to come to Watertown, will be equally at the command of owners or managers

of enterprises intending removal or seeking new location in the town. The Watertown Improvement League and Board of Trade is ready to extend desired co-operation, and to this association may be addressed inquiries as to sites for factories, or appropriate locations for new homes. Moreover, requests for information concerning any of the considerable advantages presented in Watertown either as a suitable place of business or of satisfactory residence will have prompt response if similarly addressed.



WAYLAND

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Dudley Pond near Cochituate (Wayland.)



Part of the Chas. W. Dean Factory and some of the Stores.

The Town of Wayland

THE territory of Wayland was a part of the now adjoining Town of Sudbury in the early days; but in 1780 it became a separate town and for several years was known as East Sudbury. In 1835 its present name was assumed in honor of Francis Wayland, D. D., a noted divine, some time president of Brown University. Wayland, as its lines are at present defined, occupies an area of sixteen and three-tenths square miles in Middlesex County about sixteen miles west of Boston. The population is a little over twenty-two hundred and those entitled to vote number six

hundred or more. The assessed valuation for 1909 amounted to nearly \$2,500,000.

The fertile lands of the town are devoted in part to farming purposes, but the natural advantages of Wayland are so many and its beauty so compelling that several large home estates have been established at attractive locations, or residences erected surrounded by spacious or ornamented grounds, while in the villages are many dwellings well suited to the needs of those wishing to profit by the fresh air, the space and the freedom of the country while living inexpensively near lines



A View in the Streets of Cochituate (Wayland).



The Methodist Episcopal Church, Cochituate.



The Roman Catholic Church, Wayland.



The Unitarian Church, Wayland.



The Congregational Church, Wayland.



The High School Building at Wayland.

of communication and surrounded by the ordinary conveniences of life.

There are two of these villages and of these, Cochituate in the southern portion is the larger and more populous. Cars on electric railways run from Cochituate to Natick and to Sunnyside and so to Framingham and other places on the line to Worcester, and in the other direction through Wellesley, Newton and to Boston. The electric railway also connects Cochituate with Saxonville and with Wayland Center three and one-half miles distant.

Near this village and lying partly within the Town of Wayland, is Lake Cochituate, its pleasant and appropriate name derived from an Indian word signifying "the place of rushing waters." Although this lake is a part of the Metropolitan System of Water Supply its beauty adds im-

portantly to the attractions of the town, and back of the line of protection, forty feet or more from its shores, are numerous camps and pleasant homes with unoccupied suitable sites for many more. A little north of Cochituate is Dudley Pond, which, although much smaller, is also a very beautiful body of water.

At Cochituate are Methodist and Roman Catholic Churches. Public water of excellent quality coming from a lake on high ground east of the village and fed by flowing springs is generally available. Gravity and direct pumping secure sufficient pressure while the supply is always adequate. The fire department of the town is efficient with apparatus at both Wayland Center and Cochituate. At the latter village this consists of one hook and ladder truck and one hose wagon. The ordinary

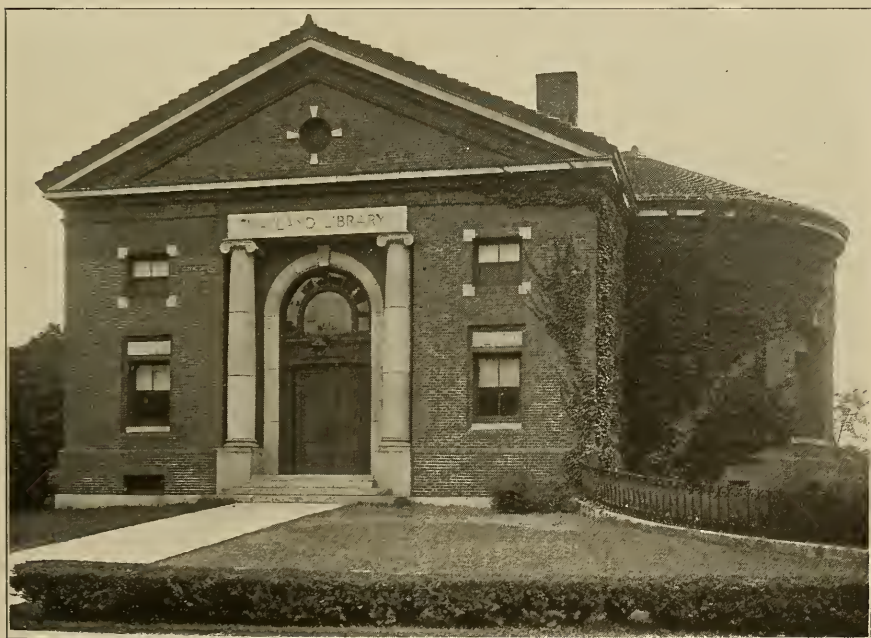
needs of residents may be supplied at the several stores along the main village street.

The large factory of Charles W. Dean & Company, makers of shoes and giving work to many men and women is located at Cochituate, and here also is the plant of the Cochituate Oil Proof Company, makers of leather cement.

The streets of Cochituate are lighted by electricity until twelve-thirty on other than moonlighted nights by The Edison Electric Illuminating Company. This Company also furnishes electricity for the illumination of residences or commercial structures, as well as for power, at its standard rates as established throughout the thirty-three cities and towns it supplies with electric current. The service of the Company is continuous every

hour during every day of the year. The other village, Wayland, is not only connected by electric railway with Cochituate and the other mentioned points, but it has direct rail communication with Boston over the Southern Division of the Boston and Maine Railroad. There are eleven trains out from Boston and ten in from Wayland daily and on Sundays five and four respectively. The usual running time is forty-three minutes and the single fare is thirty-one cents while ten rides cost \$2.80 and fifty, \$11.20.

At Wayland Center is the Town Hall, in the grounds of which is a monument with a tablet duly commemorating the establishment in Wayland of the first public library in Massachusetts. In the immediate neighborhood is the present handsome building of the public



Building of the Wayland Library.



The Town Hall at Wayland.

library built with a donation from the Robey estate and with its satisfactory collection begun and enriched by gifts from Dr. Wayland and other public spirited citizens. Nearby are the High School building and the interesting church edifices of the Unitarian and Congregational Societies, and the very attractive new Roman Catholic church. Educational opportunities are afforded by public schools of high standard and of these in the town altogether there are thirteen occupying two school buildings.

The Wayland Inn affords required accommodation for summer guests. Electricity for illumination of the streets and houses is here furnished by the Weston Electric Light Company. The Village Improvement Society, the Wayland Arts and Crafts with its quarters in the old and historically famous Morse House; the

Womans' Study Club and the Playground Association, aid in the progress of the community or increase its pleasures.

The land is high and the good roads running to the town and through it make its beauties accessible. The air is dry and bracing while extended and charming views are to be obtained from the many more elevated points. Besides Lake Cochituate and Dudley Pond, Heard's Pond near the center, and Baldwin's Pond are within the town, while the Sudbury River runs along or through its western portion. To the west are the dominating Nobscott and Green hills of Sudbury and these, together with the many other high hills, add diversity to a landscape otherwise beautiful and to which broad meadows, woodland, and the river, lakes and ponds add their various charms.

WESTWOOD

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The Colburn School Building, Westwood.



The Public Library Building, Westwood.

The Town of Westwood

SITUATED in Norfolk County some twelve miles Southwest of Boston, the Town of Westwood occupies an area of pleasant and attractive country comprising a little more than fifteen and one-half square miles in extent. A large proportion of its territory is devoted to well cultivated farms on which produce of suitable variety is raised for home or nearby consumption, while the fields of these farms serve admirably as grazing places and for the production of other necessary food for the cows which supply the milk for which Westwood is so noted and which forms so large a portion of the milk used in Boston.

In various happily chosen locations within the town many handsome residences have been erected surrounded by spacious grounds, or farms also well cultivated, but tilled for different purposes. At other places and ranged along the more traveled streets, numerous dwellings have been erected adapted to meet the requirements of the people of modest means; but, in their own way, these are attractive in appearance, while plainly enough they are the comfortable homes of members of a prosperous country community.

The town was incorporated in 1897, having been before a part of Dedham. It has a population of



A Residence on Gay Street, Westwood.



The Unitarian Church, Westwood.



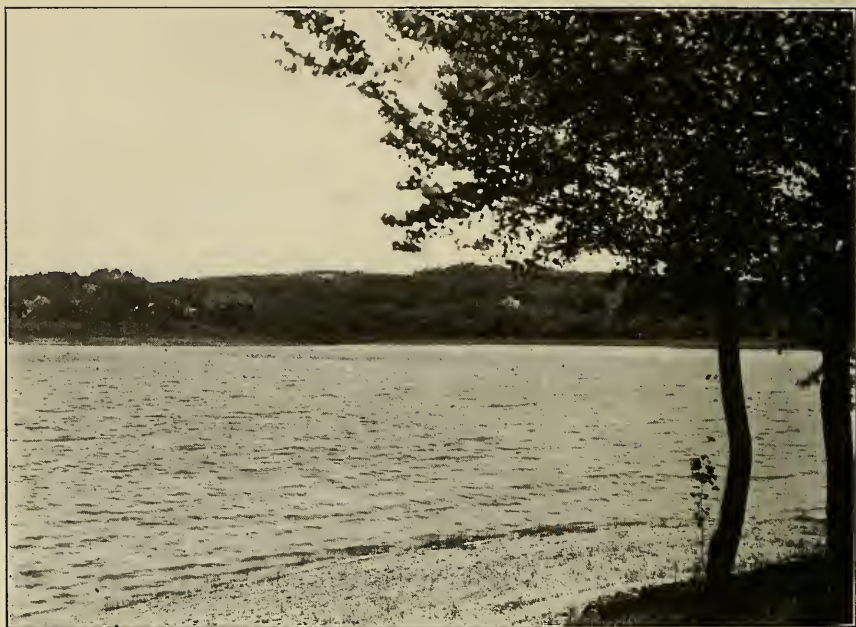
A View Along High Street, Westwood.



The Baptist Church, Westwood.



One of the Village Stores and the Post Office.



Buckmaster Pond within the limits of Westwood.

approximately twelve hundred, while those entitled to vote number about two hundred and fifty. The assessor's valuation amounts to nearly fourteen hundred thousand dollars on real estate and to something over nine hundred thousand dollars on personal property, in all, \$2,316,676. The approach to the center is made by way of Dedham whence electric cars run along High Street to Westwood in about fifteen minutes. There is a gradual but marked ascent and the surroundings of the thoroughfare are notably picturesque. The electric railway continues beyond and connects Westwood with Medfield, Millis and Franklin.

At Islington, another settlement within the town, and about two miles from the center, the transportation conditions are different, for this is a station on the Midland Di-

vision of the New York, New Haven and Hartford Railroad. On this road there are fourteen trains out from Boston and twelve in from Islington daily, while on Sundays there are six in each direction. The single fare is twenty-five cents, while five rides cost ninety-five cents, twelve \$1.45 and twenty-five \$3.25. The usual running time is thirty-five minutes. An electric railway, running along Washington Street, also connects Islington with Dedham and with Boston, while in the other direction it continues to Norwood. During recent months at Islington there has been noticeable activity in the building of dwellings which, while comparatively small, are convenient in plan and arrangement and modern in character of construction. Various tracts of land hereabouts are being developed or

prepared for the establishment of other comfortable homes.

The streets of the town are lighted by electricity until one o'clock on other than moonlighted nights under a ten year contract with The Edison Electric Illuminating Company. This Company also furnishes electricity for the illumination of residences or stores, as well as for power where this is required for farming operations, at its standard rate as established throughout the thirty-three cities and towns it supplies with the electric current. The service of the Company is continuous every hour during every day of the year.

There are stores so stocked with an assortment of merchandise that ordinary and every day needs may be supplied. At the center is the Public Library, while its near neighbor is one of the two school buildings

wherein are conducted the five public schools which provide educational opportunities within the town. These schools maintain the standing required for their grades and are of the same excellent character as are the other public schools of the Commonwealth. High School privileges are available within convenient distance, at Dedham.

On a triangle where High Street and Pond Street come together is located the Baptist Church, while on an eminence on Nahatan Street stands the Unitarian Church, its graceful spire being visible from long distances 'round about. At Islington is the Congregational Church.

Westwood Park, a resort maintained by the electric railway company, affords opportunity for harmless amusement. Buckmaster Pond is a beautiful sheet of water,



The Congregational Church at Islington (Westwood.)



Some of the New Dwellings at Islington (Westwood.)

lying within the limits of Westwood, but with water so pure that, at present, it is used as the source of water supply for neighboring Norwood.

The land comprised within the limits of the town is most pleasantly diversified, and so from the higher hills varied, but always attractive and extended, views are presented of the woodlands, the broad meadows or of the slopes of the gentle acclivities of the immediate surroundings, while from about the highest, Fox Hill, on clear nights may be discerned the lights of Boston Harbor.

There are many roads within the town which are inviting to the driver and the traveler by automobile, because of the well-kept sur-

faces and the bordering beautiful trees, as well as because of the picturesque character of the country they traverse.

It is as a place of charming or altogether suitable country residence that Westwood is now distinguished and must further develop. There are abundant opportunities, within its limits, for the selection of locations for residences, however large, surrounded with grounds of whatever size; there are opportunities here, no less, for the acquisition of plots suitable for smaller houses by those who prefer to live in a readily accessible situation, and who would enjoy the invigorating air, the restfulness and quiet, the freedom and pleasant associations of the country without surrender of desirable conveniences.

WINCHESTER

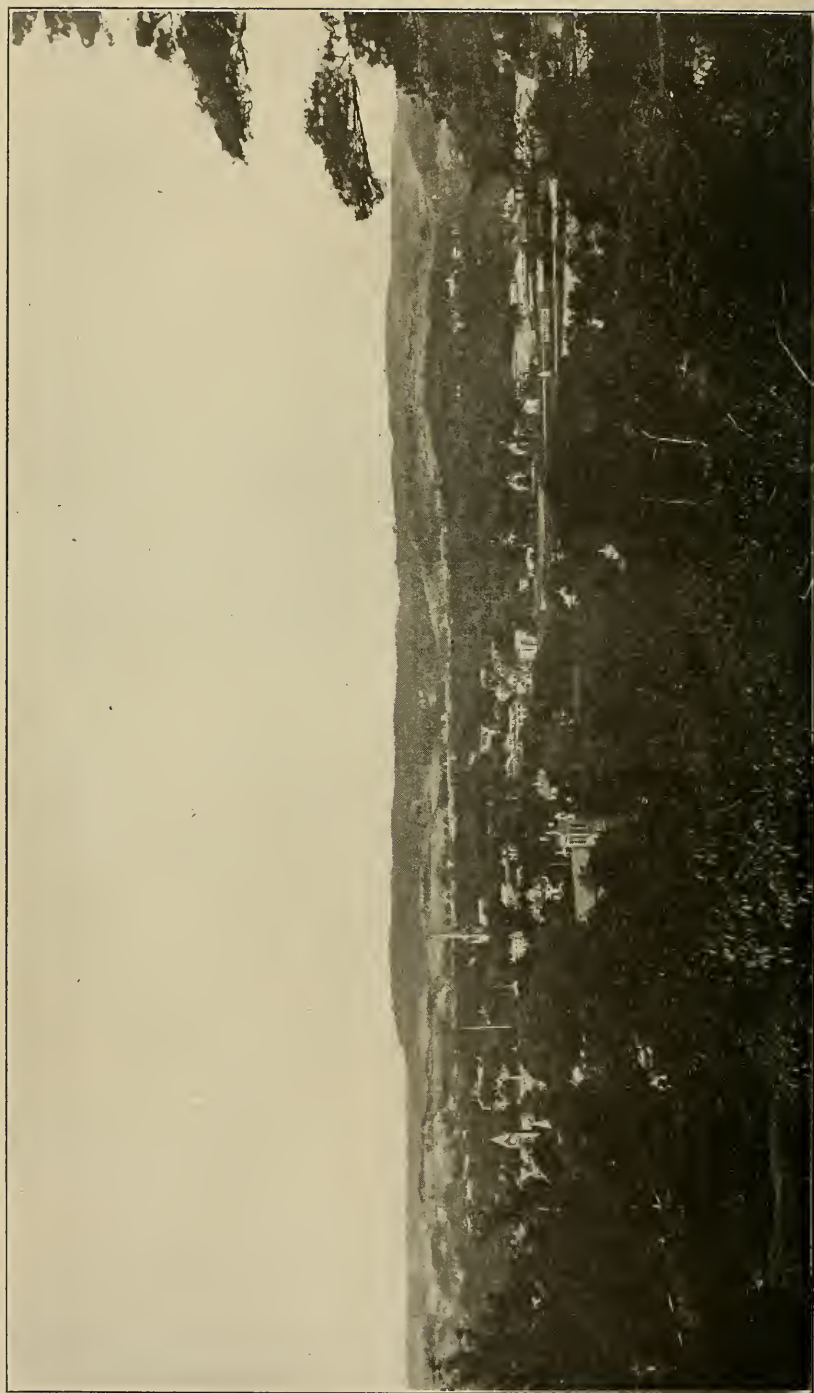
THE WINCHESTER NUMBER of a Series devoted to the illustration of certain of the cities and towns adjacent to the City of Boston and the presentation, in brief accompanying text, of some suggestive facts concerning their advantages and development.

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A General View of Winchester from Squaw Sachem Rocks.

The Town of Winchester

IN very large measure the unquestionable and appealing charm of Winchester it owes to the natural advantages and beauty of its site. Fortunately, in the inevitable and gradual development of the town and in making it a place of such unusually pleasant residence, the natural beauty of the locality has been retained. Indeed, the almost prodigal gifts of nature have been supplemented happily by the work of man, for Winchester owes some further measure of its charm to the admirable appearance of the residen-

tial structures which line its well-kept and tree-lined streets and avenues or rest on the sides or crown the summits of its hills; it owes, in addition, some appreciable measure of its charm to the disposition by plan and the construction of its macadamized roadways as well as to the adorning and pleasure-giving parks within its boundaries. Its charm may well be regarded as one of the many assets of Winchester.

The town occupies a pleasantly diversified area of some six square miles in the Mystic Valley. Here



The Imposing Town Hall and Public Library.



The Common, Winchester, with Railroad Station in the Distance.

lie the beautiful Mystic Lakes; through a portion of the town runs the Aberjona River on its meandering way to the Mystic Lakes and thence by the way of the Mystic River to the ocean. The town also extends over the neighboring hills with their pleasing contours and the no less pleasing and wide views their altitude permits of the surroundings as well as of the roofs of the buildings and of the spires of the churches clustered at the center. On one side and yet within the limits of the town are two hundred and sixty-two acres of the Middlesex Fells Reservation with its pleasant places and winding paths and excellent roads. The Mystic Valley Parkway surrounding the lakes is over two miles

long and covers in all about fifty acres also within the boundaries of the town.

Winchester is conveniently accessible. It is easy to come to it from Boston, or from it to reach the city, or any part of the surrounding neighborhood. It is eight miles distant from Boston on the main line of the Southern Division of the Boston and Maine Railroad. On this railroad there are thirty-five trains each way daily, while on Sunday there are fifteen out from Boston and eighteen in from Winchester. The single fare is fifteen cents, while twelve rides cost one dollar and ten cents. The running time is twenty-three minutes, except that the express trains require only seventeen minutes.



The Public Playground on Manchester Field.



Along the Aberjona River in Winchester.

Ease of communication is assured further by the cars which run at convenient intervals over electric railways from Winchester to Boston by way of Medford and Somerville, as well as by way of Arlington, the fare by either route being ten cents. Electric railroads also connect Winchester with Woburn, Stoneham, Reading, Wakefield and Malden, as well as with Arlington and Medford.

The Mystic Valley Parkway not only adds its own beauty, and the beauty of its immediate surroundings to the town, but affords a roadway as properly famous as are the other driveways of the extended Metropolitan Park System. Over this, connected at West Medford with the Revere Beach Parkway the drive

to and from Boston will be made conveniently and with all the pleasure contributed by good roadbeds. These excellent driveways not only promote the accessibility of Winchester; but, together with the roads in the Middlesex Fells Reservation and, indeed, those throughout all the town and its picturesque surroundings give opportunity for enjoyable recreation in vehicles whether horse-drawn or self-propelled.

Winchester has borne its own name and had a separate existence for a little more than half a century. When first settled its present territory was included in that of Charlestown and the valley in which it mainly lies was a part of the lands granted to Charlestown in 1640.



Some of the Business Buildings and Stores.



The Congregational Church and a View of the Common.



The Savings Bank Building, Winchester.



Tower of the Town Hall from Across the Pond.

Two years later, with Woburn, it was separated from Charlestown and then for many years—for two centuries, indeed,—it remained a part of Woburn, being known as South Woburn. In 1850 it acquired its independent standing as an incorporated town, and then it was named in honor of Colonel Winchester, a public-spirited citizen of the town of his day. At this time the population was approximately twenty-five hundred. Now the population has grown to be about eighty-four hundred, but as a matter of fact, the growth has been very much greater proportionately during the past ten or twelve years than in any other similar period during the fifty years and more which have elapsed since

the establishment of the town. The men entitled to vote number nearly eighteen hundred. The town has grown to be a very prosperous community and its assessed valuation amounts to about twelve million dollars.

Besides its charm of location and of development and the beauty of its surroundings, Winchester possesses all those facilities properly considered essential to the convenient and comfortable conduct of life.

The many churches afford opportunity for worship in chosen form, while as edifices they duly adorn the streets on which they stand. The Congregational Church, with its graceful spire, and of Colonial aspect, is a beautiful structure happily



Another View in the Business Section, Winchester.



Wedgemere Station on the Boston and Maine Railroad.



Some of the Residences on Highland Avenue.



Everett Avenue looking toward Cambridge Street.



Main Street from Black Horse Terrace.



A few of the Homes on Sheffield Road.



The Roman Catholic Church and Washington Street.



The Calumet Club House on Dix Street.



The Christian Science Church, Winchester.

located facing the Common. The Episcopal Church, on Church Street, when its majestic spire has been built, its transepts extended and its cloisters added, will be a notable example of fine and appropriate church architecture. The Unitarian Church, the Catholic, the Baptist, the Christian Science and the Methodist Churches are all well adapted in construction and in location, to meet the needs of their members and congregations.

Dispersed about Winchester Center and on the adjacent streets are stores of many kinds in which may be satisfied the purchasing wants of the residents. Required banking facilities are provided by the Winchester Savings Bank, the Win-

chester Co-operative Bank and the Middlesex County National Bank. A weekly newspaper gives the local news of the town and neighborhood. Gas for lighting, for cooking and for power purposes is furnished by the Arlington Gas Light Company.

The streets of Winchester are lighted by electricity until one A. M., every night in the year under a ten year contract with The Edison Electric Illuminating Company. This Company also furnishes electricity for the illumination of residential and commercial structures, as well as for power, at its standard rates as established throughout the thirty-three cities and towns it supplies with the electric current. The service of the Company is contin-



The Baptist Church and the Wadleigh School.

uous every hour during every day of the year.

The drinking water of Winchester is of excellent quality, and is supplied in plentiful quantity and at adequate pressure. The water works owned by the town comprise three reservoirs, the North, South and Middle in the Middlesex Fells Reservation, together with a stand-pipe of 220,000 gallons capacity, pumping machinery and the necessary hydrants, meters and other accessories. No residential or other structures are permitted near the reservoirs or within the watershed, thus eliminating danger of contamination.

The police force is ample for the protection of life and property in

this well ordered community. The efficient fire department has an equipment of one three-horse hook and ladder truck, two two-horse hose wagons, two two-horse exercise wagons and one steam engine, two two-horse hose pungs and one two-horse hose and ladder sled with eight chemical extinguishers carried on the various pieces of apparatus. The sewer system is owned by the town, which it covers thoroughly, while all the sewage is conveyed away through an ample number of sewers in turn connected with the Metropolitan Sewerage System. The schools maintained by the town are modern and they exhibit the efficiency which has made the schools of the Commonwealth so justly famous.

The different public schools number thirty-six, as reported by the State Board of Education, including the High School. The school buildings, notably those of the High School and the Wadleigh, are admirable architecturally as well as in arrangement and equipment. The High School is considered by authorities to be one of the finest and best equipped in all the state. Its interior has been enriched and decorated by paintings and statues and a notable collection of portraits and busts contributed by residents of the town. The Public Library with its comprehensive collection is located in the handsome and imposing Town Hall building wherein, of course, are the quarters of the town officials.

The well-established and flourishing Clubs of Winchester facilitate social intercourse, increase the pleasure of its residents and give opportunity for out of door enjoyment and recreation. The Winchester Country Club, located near the line between Winchester and Arlington and partly, indeed within the latter town, maintains an excellent nine-hole golf course of two thousand yards and has a membership of some two hundred. Its pleasant grounds comprising an area of sixty acres, its well appointed Club House—together with other conveniences, are not only enjoyed by the resident membership, but have attracted a considerable out-of-town following. The Winchester Boat Club has its



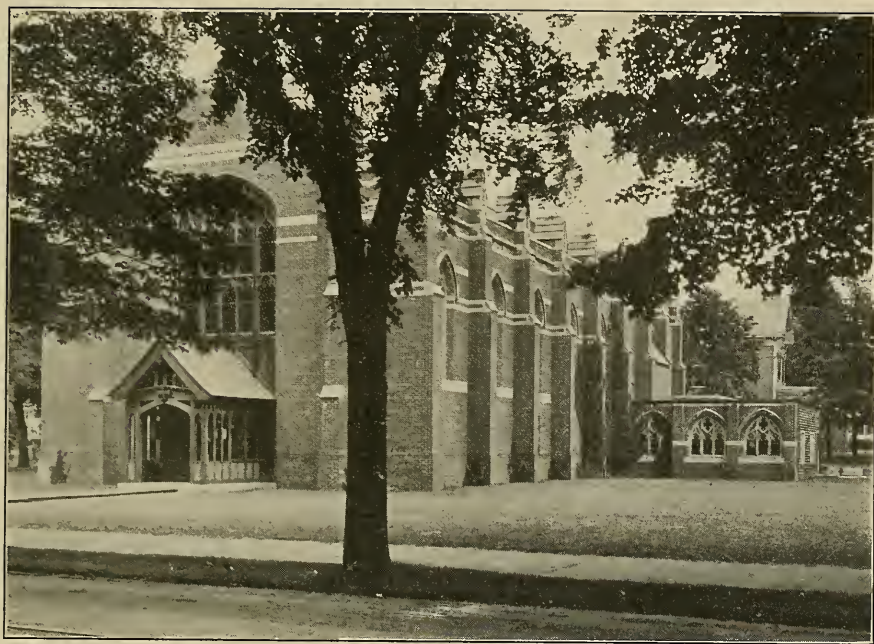
One of the Three Winchester Reservoirs in Middlesex Fells.



The High School Building and the Unitarian Church.



Home of the Winchester Boat Club.



The Episcopal Church, Winchester.

boat house and float pleasantly situated on the northerly shore of the upper of the two Mystic Lakes, an ideal body of water for such sports as the Club was organized to permit and foster. The Calumet Club has not only good tennis courts but from its well appointed club house on Dix Street, there is a pleasant outlook which includes Wedge Pond. Manchester Field is a large level public playground occupying several acres opposite the railroad station and in the center of the town. This is a part of the Metropolitan Park System and it is so maintained that it provides a suitable place for occasional open air band concerts, for baseball games and for the other sports and games in which the

athletic youth of Winchester may choose to indulge.

Some ten years or so ago large industrial establishments were located in that portion of the town now occupied by Manchester Field and in the immediate neighborhood. At about that time and when Winchester began to assume its greater importance as a place of most desirable residence, the buildings of most of these establishments were removed. Now the manufacturing industries within Winchester are located mainly in the northern part of the town and near the Woburn line, where, indeed, about one hundred and fifty acres of land, also near the freight depot, are available for other and new-coming enterprises.

Among the important industrial establishments of Winchester giving work to many are those of Beggs & Cobb, who here conduct a tannery said to be one of the largest in the world; Blank Bros., leather manufacturers; W. P. Haley & Sons, manufacturers of patent leather; Puffer Manufacturing Company, makers of soda water apparatus; Winchester Manufacturing Company, manufacturers of the widely known Plymouth Rock gelatines; J. H. Winn & Son, makers probably of most of the watch hands used in this country; Whitney Machine Company and the Hutchinson H. & L. Machine Company, manufacturers of leather machinery; Eastern Felt Company and Bacon

Felt Company, makers of felt; The Lightning Hose Coupling Company and George P. Bean, skirt manufacturer. Altogether the latest available report states that in 1906 the value of the goods made in Winchester amounted to \$3,557,671, while in the same year the sum of \$376,453 was paid in wages to an average of eight hundred and nine employed operators. Furthermore the growing of market produce may be regarded as an important industry in Winchester. In the extreme western and southern portions of the town are several finely maintained farms with their highly cultivated fields and many large greenhouses devoted to this use.

It is, however, as a place of satisfactory and altogether convenient



From the Seventh Hole on the Golf Course of the Winchester Country Club.



The Methodist Church and Pleasant Street.



A Part of the Mystic Parkway in Winchester.



A View of the Upper Mystic Lake in Winchester.

residence that Winchester is particularly distinguished. While its growth has continued to be healthy and normal through all the years since its settlement the number of dwellings here erected and of widely varying character and cost has increased very materially in a comparatively recent period and perhaps more notably so within the past year or so than during any similar time. Because of the ability of its residents to command all the conveniences usually connected with city life, while enjoying the beauty and open spaces of the

country—because, moreover, of its accessibility, its good government, its pleasing surroundings and its own charm and the continued manifestation of well directed public spirit, there can be no question of the further and rapid increase in the number of pleasant homes here established and of the ultimately high development of the town. Certainly those best acquainted with the advantages of Winchester will be the most disposed to feel assured of its future growth and its continued advance in prosperity.

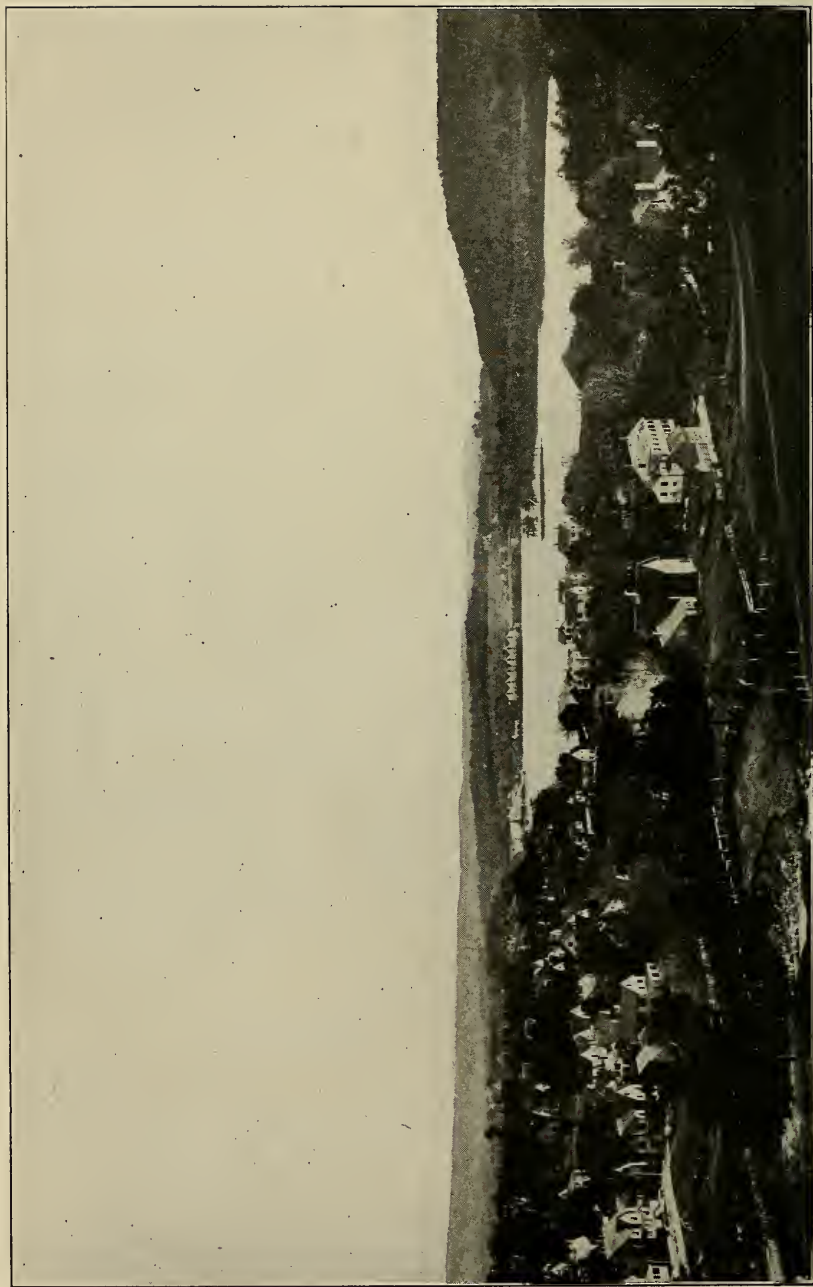
W O B U R N

THE WOBURN NUMBER of a Series devoted to the illustration of certain of the cities and towns adjacent to the City of Boston and the presentation, in brief accompanying text, of some suggestive facts concerning their advantages and development.

PUBLISHED IN BOSTON IN THE FALL OF NINETEEN HUNDRED AND NINE BY
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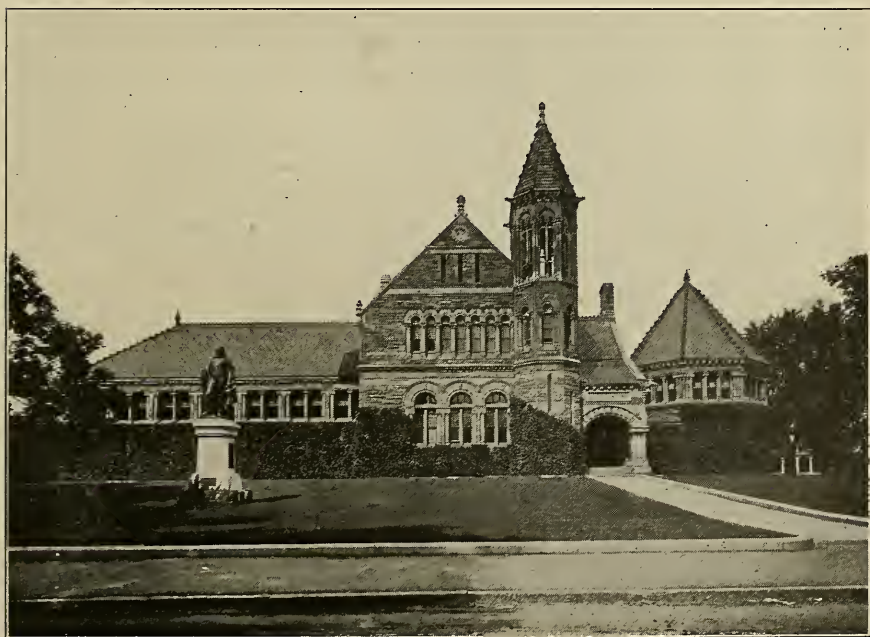


A Little of the City of Woburn and Horn Pond.

The City of Woburn

THE earliest recorded exploration of the territory occupied by the present City of Woburn, or its neighborhood, was in 1621 soon after the settlement of Plymouth itself. In the very early years after its settlement was begun, Woburn was a part of Charlestown and the parts thereabout were looked upon then as an outlying or remote country. In 1642, so rapidly had inhabitants come hither, its lands were set off from those of the older place and it was made a distinct and incorporated town. The early date of its incorporation made it the third in date of the towns created in the

Commonwealth. Its name appears to have been chosen to preserve further the name of his birthplace and to honor Captain Robert Sedgwick, an important man of his day, who was the head of the Committee appointed to determine the correct boundaries between Charlestown and Woburn and to choose the location for the new village. The farmers and others of Woburn had their individual struggles with the Indians and braved the dangers which were necessary incidents of life in a region newly settled and endured trials similar to those borne by other New England settlers. They were simi-



The Public Library and the Statue of Count Rumford.



Municipal Building and Court House Across the Common, Woburn.

larly successful though in their efforts to subdue to their needs and uses the wild country in which they had elected to make their homes. The young town prospered.

The men of the town took brave part in the Indian Wars. Many of them were organized as Minute Men in the Revolution; but the tide of battle then flowed in other directions and the important engagements of that struggle in the vicinity of Boston were fought at other places and on other fields. A tablet on the present Common marks the "Site of the Meeting House on the First Training Field, 1642-1672," and while the latter part of this inscription indicates that the men of Woburn were early trained in martial ways the Soldiers' Monument here, also commemorates the sacrifices of later men in the Civil War.

Perhaps, the most distinguished citizen of Woburn of the past was Benjamin Thompson, Count Rumford, whose birthplace has been preserved carefully at North Woburn and a statue of whom adorns the grounds of the beautiful Public Library. Born in 1753, he early devoted himself to scientific pursuits and to chemical and mechanical experiments. In 1776 he was sent with despatches to England by Governor Wentworth of New Hampshire and at about the close of the Revolution he was Knighted by George III. Eleven years he spent at Munich as Minister of War, Minister of Police and Grand Chamberlain to the Elector. He reorganized the Bavarian army and aided the poor, and so the state, to attain better conditions, and in 1791 he was made a Count of the Holy



Roman Catholic Church of St. Charles Borromeo and Parochial Buildings.



The Station, Boston and Maine Railroad, Woburn.



The Recently Completed High School Building, Woburn.



The Pumping Station of the Water Supply System at Lower End Horn Pond.

Roman Empire choosing his title, Rumford, from the name of the town in which his wife's family had lived. Later, in 1799, with others, he established the Royal Institute and he selected as the first scientific lecturer of that institution Sir Humphrey Davy, whose services to electrical development and scientific progress were so important.

The name of Goodyear has been given to one of the schools and Charles Goodyear carried on for many years in Woburn the experiments which led to the wide and greater usefulness of rubber.

Loammi Baldwin was born in Woburn in 1774. He became a Colonel in the Revolutionary army and was otherwise a public spirited and very useful citizen; but properly his strongest claim to fame may be based upon the fact that he cultivated with zeal and duly introduced to the public the delectable and favored apple which bears his name. The palatial house of the Baldwin family erected even before his time, still stands on the road to North Woburn.

As the territory at first occupied by Woburn became more thickly



First Congregational Church, Woburn.

settled other towns were created and the land of the town of Wilmington was taken partly from that of Woburn in 1730; that of Burlington in 1799 and that of Winchester in 1850. The present Woburn has an area of twelve and six-tenths square miles. By 1860 the population had increased to nearly sixty-three hundred and by 1888 when Woburn was made a city to over the required twelve thousand, and this population now amounts to about fourteen thousand, five hundred, while the legal voters number nearly thirty-three hundred. The



Post Office and Savings Bank Building.

assessor's valuation is something over eleven million dollars, \$2,297,758.00 on personal property and \$8,898,964.00 on real estate.

The advantages of railroad connections between itself and Boston and other places were early bestowed upon Woburn by the Lowell Railroad which began its operations in 1835, but the line of this road ran farther to the east than Woburn Village. In 1846, however, the Woburn Branch Railroad was opened running directly to the already important center. Now, Woburn is on the Southern Division of the Boston and Maine Railroad and within the limits of the city there are six stations, at Woburn, Woburn Highlands, Cross Street, Central Square, North Woburn and Montvale or East Woburn. To Woburn

ten miles by rail, there are twenty-three trains out from Boston daily and twenty in from Woburn; on Sundays nine and eight respectively. The single fare is twenty cents; twelve rides cost \$1.30 and the average running time is thirty-one minutes. The trains between Boston and Woburn Highlands and Cross Street are nearly as many while the fares, the distances and the running time are slightly less than as stated for Woburn. To and from Montvale there are fifteen trains in each direction daily; five on Sundays. The single fare is twenty cents and twelve rides cost \$1.30. Central Square is eleven miles by rail from Boston and North Woburn thirteen. The single fare to the first is twenty-two cents; twelve rides, \$1.35; to the second, twenty-



Trinity Episcopal Church and Rectory, Woburn.



The Methodist Episcopal Church, Woburn.



Charles Choate Memorial Hospital, Woburn.

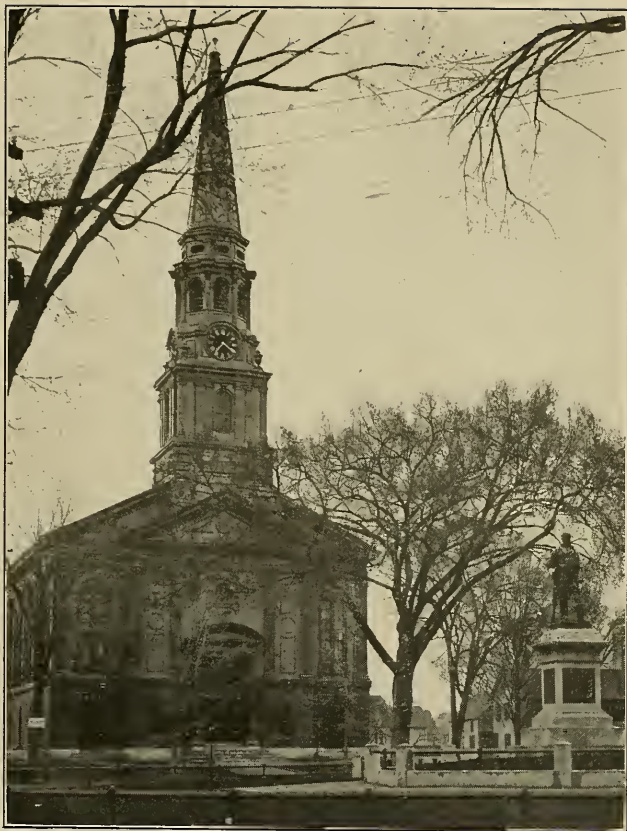


The Armory and the Swedish Lutheran Church.

five cents and \$1.50 respectively. The daily trains number thirteen in each direction; Sundays three, but North Woburn has an added Sunday train out. Easy communication is further secured by the electric railways which connect Woburn with Winchester, Medford and Boston; with Arlington, Cambridge and again with Boston; with Lexington, Bedford, Concord and Lowell; with Stoneham and Reading.

Woburn occupies the highest land between Boston and Lowell, and this altitude must be regarded as one of the advantages of the city as a place of healthful and satisfactory residence. Other important advantages in this respect are the ease of communication, the unusual opportunities presented here for obtaining a livelihood and the public utilities which have been introduced together with many and important conveniences.

The City Water Works supply drinking water of excellent quality. This comes partly from supplementary wells; but mainly from a filter gallery near Horn Pond, a beautiful sheet of water which besides serving its useful purpose is one



The Unitarian Church and Soldiers' Monument.

of the scenic attractions of Woburn. The water is pumped both directly and to a reservoir on Horn Pond Mountain. The supply is always plentiful and there is ample pressure while the thorough distributing system and the more than fifty-seven miles of mains in use make the water generally available. The macadam streets in the more populous parts of the city are watered during the summer months and these as well as the gravel roads in the outlying districts and the many miles of concrete sidewalks are maintained in good condition. The health of the city is well protected by sewers



The Old Baldwin Mansion on the road to North Woburn.



Some of the Attractive Dwellings on Main Street, Woburn.



A Few of the Pleasant Homes on Arlington Road.



The Birthplace of Benjamin Thompson, Count Rumford.

and the sewage after passing through the many city conduits is conducted away by a trunk sewer of the Metropolitan System. Gas for illumination and cooking is supplied by the Woburn Gas Light Company. The efficient fire department has horse-drawn apparatus in good condition consisting of one steam engine, six hose wagons and one hook and ladder truck together with exercise, supply, engineer's and repair wagons and sleds for winter use. Together with other suitable equipment hand chemical extinguishers and hand pumps are carried on the various pieces of apparatus. Nearly four hundred hydrants provide water for the department. The police force is active and adequate for the preservation of order and the protection of person and property. In the Court House adjoining the Municipal

Building the Fourth District Court of Eastern Middlesex, holds criminal sessions daily and civil sessions on Saturday.

The streets of Woburn are lighted all night during the winter months and until twelve-thirty every night of other seasons by electricity and under a ten-year contract with The Edison Electric Illuminating Company. This Company also furnishes electricity for the illumination of residential and commercial structures, as well as for power, at its standard rates as established throughout the thirty-three cities and towns it supplies with the electric current. The service of the Company is continuous during every hour of every day in the year.

In the busy central thoroughfares there are many stores of unusual size and equipment and so stocked that



Woburn National Bank Building and other Business Structures.



The Dow Business Block, Woburn.



Stores along Main Street facing the Common.



Tile Works of R. Guastavino Company.



The Allen Business Block, Woburn.



The Baptist Church facing the Common.

the purchasable needs of the community may be met easily. Two daily and one weekly newspapers give the local news of the city. Banking facilities are afforded by the Woburn National Bank, the Woburn Five Cents Saving Bank and the Woburn Cooperative Bank. The State Board of Education reports that there are fifty-nine public schools in Woburn including the High School. Not only is a high and satisfactory educational standard maintained in these schools, but due care is taken to promote the physical well being of the pupils and medical inspection is made regularly. Besides, the value of prudence is taught and its practice encouraged. There are fourteen public school buildings in the city and while several of these are modern in construction and ar-

range the High School building is a costly and imposing structure completed in 1907. An evening school wherein both academic and business courses are pursued has secured a gratifying enrollment and attendance. In addition to these schools there are the Warren Academy Free Industrial School and St. Charles Parochial School for girls and small boys. At Woburn there are these churches, First Unitarian Parish; St. Charles Borromeo Roman Catholic; First Congregational; Trinity Episcopal; First Baptist and St. John's (colored) Baptist; Methodist Episcopal; Scandinavian Evangelical and one Swedish Lutheran while the Christian Science Church services are held in the Savings Bank Building. At North Woburn are one Roman Catholic, and one

Congregational; at East Woburn St. Joseph's Roman Catholic Church and another Congregational church.

The Public Library occupies a notable and very beautiful building of architectural importance. This was designed by the late Henry H. Richardson, the famous architect. As a tablet duly installed records, "This building was erected in memory of Jonathan Bowers Winn from funds bequeathed by his son for the use, benefit and improvement of the people of Woburn."

A social library was established in Woburn as long ago as 1789; but the present library was founded when Hon. Jonathan Bowers Winn gave, for the purpose, the money he had received as a member of the State Convention of 1853. The Winn family has long been prominent here and indeed the first recorded birth in

Woburn was that of Increase Winn in 1641. The gift of Mr. Winn was supplemented by the then town and the library was opened to the public in 1856. Other gifts followed and the munificent bequest of Mr. C. B. Winn made possible the erection of the present building. This was opened for use May 1, 1879. It contains pictures also bequeathed by Mr. C. B. Winn, fossils, minerals, birds together with a collection of over fifty thousand volumes besides pamphlets and periodicals. Liberal use is made of the reading room of the children's department and of the circulating privileges. The library also permits the supplementary reading required of certain pupils in the High School. At North Woburn is the Jonathan Thompson Library, a smaller but still quite important institution.



The Scandinavian Evangelical Church, Woburn.



Plant of the Cottle Leather Company.



Factory in Woburn of Beggs & Cobb.



Tannery and Works of T. F. Boyle & Company.

Due provision is made in Woburn for the care of the poor who must be found everywhere and the Board of Health is keenly alert in the exercise of protective and corrective measures.

The Charles Choate Memorial Hospital was recently opened on Warren Avenue. This was a gift from the daughter and granddaughter of a former leather manufacturer of Woburn whose name it bears.

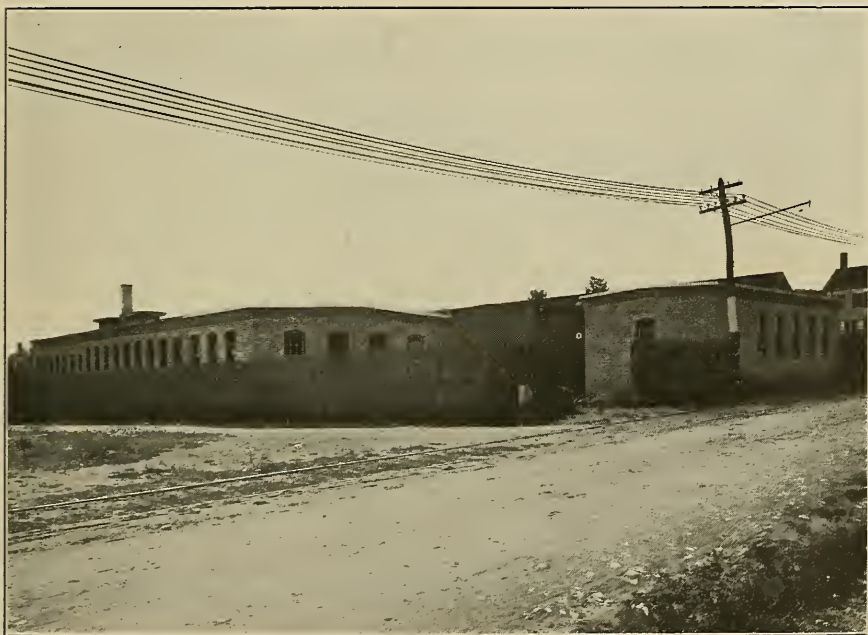
Social pleasures are promoted or fostered by many local branches of fraternal organizations, by societies connected with the churches and by the Towanda Club, the Mishawum Club, the South End Social Club and the Woburn Woman's Club. Some of these and the historical associations hold meetings affording intellectual diversion, or lectures are given under their auspices. In the

Armory on Montvale Avenue are the quarters of Company G, Fifth Regiment, Massachusetts Volunteer Militia.

Various opportunities for outdoor recreation are presented in Woburn. The pleasant residence streets of the city lined with attractive looking homes and the good roads running through picturesque and outlying districts increase the usual pleasures of walking or driving. The head waters of the Mystic River are in Woburn, and various ponds or lakes add diversity to the scenery. Horn Pond Mountain and other elevations afford charming views. The vicinity of Horn Pond is attractive while the pond itself is regarded as the best lake for canoeing in Eastern Massachusetts. Here the Innitou Canoe Club has its quarters. Moreover, while several small and pleasant



Works of Merrimac Chemical Company.



Belt Knife Factory of the Clemson, Bailey Company.

parks are maintained by the city the field back of the library is used to advantage for baseball games. At Forest Park baseball games are held also and surrounding the new High School are thirty-six acres available as playgrounds. At the southern end of the city is to be a "public playground conveniently located and of suitable size and equipment for the recreation and physical education of the minors," to quote from the act under which this is to be established. The grounds have been selected and contracts let for the development.

Among the settlers of Woburn were several tanners; but farming was, of course the principal occupation of the early residents. Soon after 1800, however, leather manufacturing began to be an industry of consequence in Woburn and while

this developed with the years the unusual demand during the Civil War was a stimulant to production. The relative importance then assumed by the tanners and leather manufacturers has been maintained and among the large establishments in Woburn devoted to that industry may be mentioned, the American Hide and Leather Company; Ballard Leather Company; Beggs & Cobb; T. F. Boyle & Company; Cottle Leather Company; E. Cummings Leather Company; Louis Foucar, (Estate); Warren P. Fox & Sons; Hopkinson Leather Company; James R. Kendall; B. F. Kimball & Company; Lawrence & Sullivan; Hugh D. Murray; Murray Japanning Company; James Robertson; William C. Welch.

Of other branches of industry there are representative establish-



The Roman Catholic Church at East Woburn.



Plant of the Woburn Machine Company.



Tannery and Works of James Robertson.



The Congregational Church at East Woburn.

ments in Woburn and among these may be mentioned the Bailey & Blendinger Manufacturing Company, the Clemson, Bailey Company and Edward S. Lyons, belt knives; A. H. Linscott & Company, Mahoney & Ring and Samuel Ward, shoe stock; R. Guastavino Company, fire proof tiles; Merrimac Chemical Company; Woburn Iron Foundry; Buel & Stevens and Woburn Machine Company, machinery; John J. Grothe, vehicles; Wellington Sears & Company, waterproof cloth.

Altogether the manufacturing establishments of Woburn give work to many and provide opportunity for remunerative employment. The latest published State Report on the Statistics of Labor shows that in 1906 the capital devoted to production in Woburn was \$3,695,147.00; the value of goods made, \$5,621,339.00, and that \$773,407.00 were

paid to an average number of 1,438 wage earners employed.

The freight facilities afforded by the railroad are commendable and Boston is the billing point. There are several locations near the line of the railroad suitable as sites for manufacturing or business buildings and plenty of help, some highly trained, is available. The Progress League of Woburn is actively interested in all measures tending to benefit Woburn or to improve its physical and business conditions. Manufacturers intending removal or seeking new locations will find this organization ready to lend any desired co-operation. Inquiries as to suitable locations for factories or dwellings or as to any available and readily adaptable buildings or concerning any of the many advantages of Woburn may be addressed to the secretary of the Progress League.

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